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Carpinteria General Plan "GP '86"

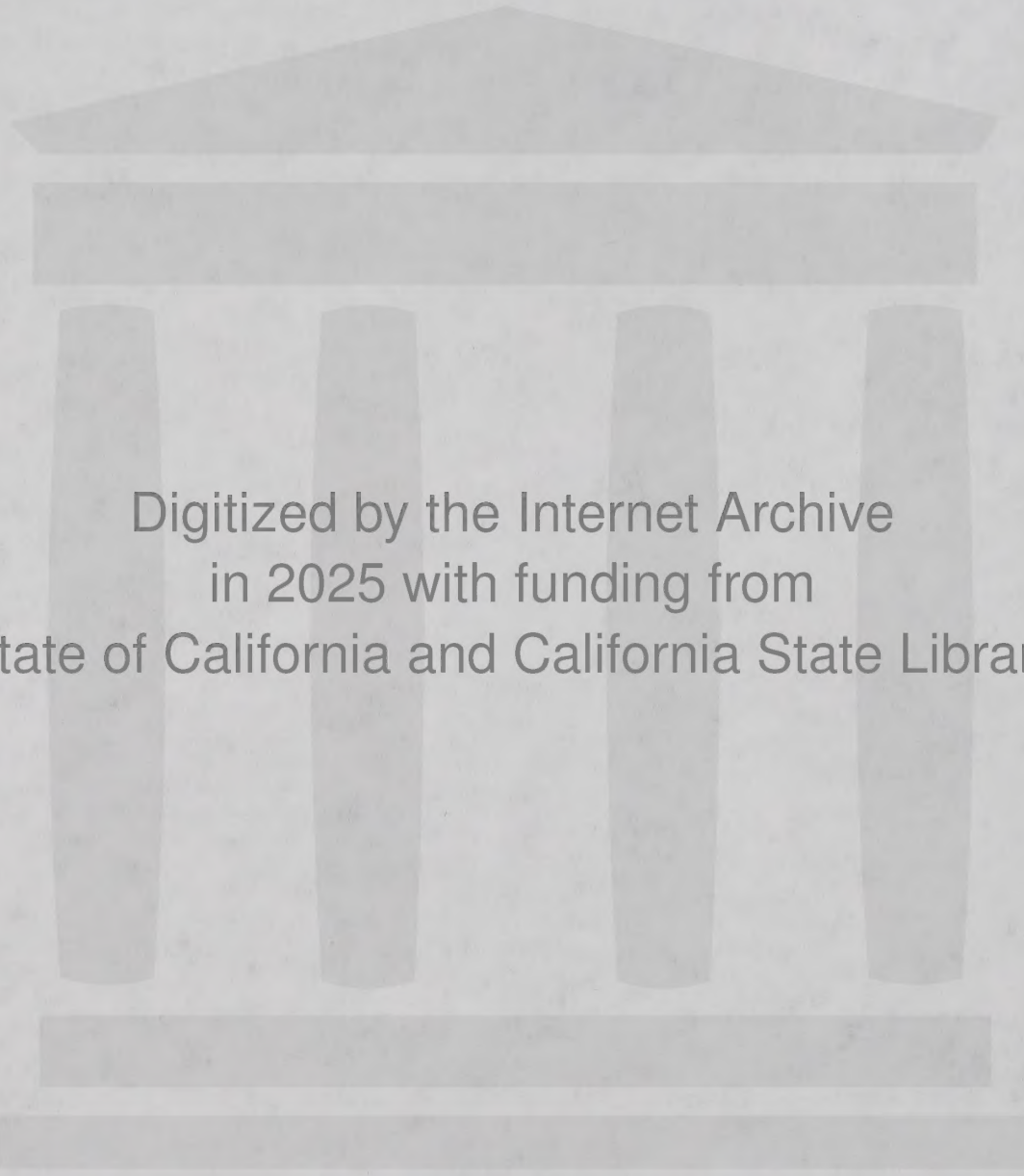
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UNIVERSITY OF CALIFORNIA

A Complete Revision of the
Carpinteria City
General Plan & EIR (85-082104)





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RESOLUTION NO. 1560

A RESOLUTION OF THE CARPINTERIA CITY COUNCIL
ADOPTING A REVISED CARPINTERIA GENERAL
PLAN (GP-86) -

WHEREAS, a draft general plan has been prepared for the City of Carpinteria and surrounding planning area, attached hereto as Exhibit "A"; and

WHEREAS, the Planning Commission reviewed and considered the draft general plan; and

WHEREAS, the Planning Commission held public hearings on March 17, 1986, March 31, 1986, and April 10, 1986, to receive input on said draft general plan; and

WHEREAS, the Planning Commission considered the Environmental Impact Report (EIR) for this amendment and recommended that it was adequate per state and city codes and guidelines and with April 10, 1986, mitigations.

WHEREAS, the Planning Commission has forwarded the draft general plan and final EIR to the City Council with their recommendations on April 10, 1986; and

WHEREAS, the City Council has reviewed and considered this draft general plan and EIR as recommended by the Planning Commission; and

WHEREAS, the City Council held a public hearing on April 28, 1986, to receive public input on the draft general plan.

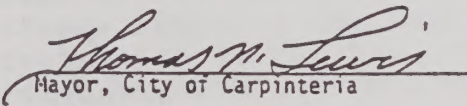
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Carpinteria hereby adopts this General Plan Revision, City of Carpinteria, California General Plan (Exhibit A) as the officially adopted general plan of the City of Carpinteria.

PASSED, APPROVED AND ADOPTED this 28th day of April, 1986, by the following called vote:

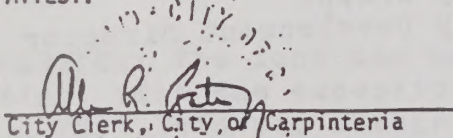
AYES: COUNCILMEMBER: LAWRENCE, ROBITAILLE, KING, LEWIS

NOES: COUNCILMEMBER: WULLBRANDT

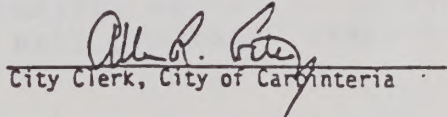
ABSENT: COUNCILMEMBER: NONE


Mayor, City of Carpinteria

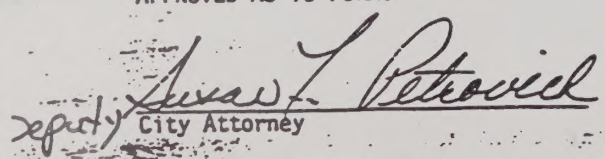
ATTEST:


City Clerk, City of Carpinteria

I hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a regular meeting of the City Council of the City of Carpinteria held the 28th day of April, 1986.


City Clerk, City of Carpinteria

APPROVED AS TO FORM:


City Attorney

CITY of CARPINTERIA, CALIFORNIA 93013-2698

5775 CARPINTERIA AVENUE

(805) 684-5405



March 28, 1986

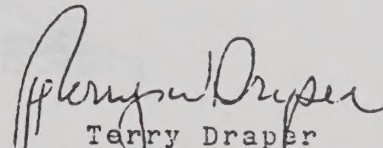
To the Reader:

The substantial text following is the City's draft General Plan Revision 1986 (GP-86). The text is written for quick access to specific sections while providing substantial detail where possible. It is hoped that this text will become the main reference document to guide community decision making in years to come. It is by no means complete, for the process of building more detailed information bases, refining, correcting and generally improving the plans and policies should occur on a sustained and regular basis. Every such revision will strengthen this Plan for the City.

PLEASE DO NOT LOOSE OR TCSS THIS NOTEBOOK-

Inserts/deletions etc will continue through final of Phase I and during development of Phase II.

Please note that if you have corrections, deletions or re-writes, this text is the "draft" by which this is possible. An edit version will be maintained by the Director. This copy will provide the means to complete the final approved General Plan Text.


Terry Draper
Community Development Director

GP86.LTR
TD/dd



STAFF REPORT

TO: Planning Commission
FROM: Community Development Director
SUBJECT: General Plan
DATE: 3/28/86

RECOMMENDATION:

Staff recommends that the Commission forward Final EIR (CEIR# 85-14) and General Plan Revision (GP86) to the City Council with the recommendation for approval. (suggested motions will be provided at the public hearing.)

DISCUSSION:

The draft text, land use, circulation, and all critical elements of Phase I of the Carpinteria General Plan is now complete for Community, Council, and Planning Commission review.

The format of the plan, landuse map, circulation map, and various support maps have been discussed at length in previous workshops, work sessions and hearings. Public and property owner input has been received at each of these sessions all leading to this evenings review of the draft text and revised land use/circulation graphics.

Although this report cannot and will not attempt to review the General Plan in detail, a simple overview of key features within the plan is provided as follows:

CHAPTER/SECTION FORMAT: The text was prepared in a super element format with table of contents located before chapters as well as the text beginning. Tabs are used between chapters and smaller tabs for sections within chapters. This feature is for easier reference to specific sections. Note: These dividers are yet to arrive from the consultant.

LAND USE OVERVIEW: The land use map and text are unchanged from the prior heading with one exception, the Eluffs Area, which has been designated "PUD". This map change with the text change, will follow more closely the Coastal Plan provisions. (The Land Use Map is not included in the notebook, but will be a wall graphic only.)

CIRCULATION: Circulation Map remains as presented and as corrected at the last meeting. Text provides substantial detail on issue, policy, and some critical standards. Again the only graphics available will be large scale wall maps.

HOUSING: The Housing Sub-Element is the currently adopted version.

INFRASTRUCTURE - RELATIONSHIP TO THE PLAN Infrastructure, Chapter 5, A Section 5.5, will be overviewed at the hearing.

COMMUNITY DESIGN : This is a new section, designed to articulate the City's desires related to community appearance and function.

EMERGENCY SERVICES: This section explains the use of and the location of the City's Emergency Preparedness Plan.

IMPLEMENTATION This section summarizes the various funding, regulatory, and special planning techniques available to the City.

MASTER EIR: The Draft EIR has been refined and incorporated into this text. Cross referencing is used extensively in this EIR. Final EIR documents will be provided at the hearing. (Late responses have been recieved from certain Agencies.)

SUGGESTED MOTIONS:

I _____, move to forward to City Council for certification Final EIR 85-16 as adequate and complete per all City Ordinances and State Laws. I further move to recommend adoption of General Plan Policies and identified mitigations as adequate mitigation given "level of detail" provision of State Laws for General Plans.

I _____, move to forward to City Council for approval GENERAL PLAN REVISION (GP-86) as a complete document as (submitted)(amended).

PCGP86.RPT
TD/dd

GENERAL PLAN - GP 86
AND
ENVIRONMENTAL IMPACT REPORT

THE CITY OF CARPINTERIA, CALIFORNIA

City Council

Tomas Lewis
Mayor

David G. Lawrence
Mayor Pro Tem

Ernest C. Wullbrandt
Mark King
Carmen Robitaille

Planning Commission

Robert J. Godfrey
Chairman

Michael A. Earle
F.B. Aydelotte
Louise Moore
Peter Small
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City Manager

Terry W. Draper
Community Development Director

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Contact: Frank B. Wein, AICP
Director of Planning Services

Allan M. Shoff, Ph.D., AICP
Senior Project Manager

Adopted April 14, 1986
Resolution _____

PREFACE

This General Plan is the City of Carpinteria's officially adopted statement of policy relative to physical development. It has been prepared pursuant to state law, which requires each city and county to establish a planning agency and develop a process to guide future growth within a framework of officially adopted goals and policies. The plan is directed at land use, circulation, housing, environmental quality, use and conservation of resources, safety and other relevant physical, social and economic concerns. These goals and policies, along with maps depicting the future distribution of land uses and circulation routes, comprise the General Plan.

In 1980, the state revised the General Plan guidelines, offering a major departure from the element-by-element format. The new guidelines encourage planning agencies to structure general plan documents in such a way as to identify the functional interrelationships of planning issues. Passage of AB 2038 (Cortese) in 1984 refined the requirements for a General Plan; the major change was the preparation of seven elements: land use, housing, circulation, noise, safety, open space and conservation. Consistent with state requirements, this is an integrated plan for development of the City, which openly recognizes the relationship among the seven state-mandated elements in the presentation of issues and policy solutions.

This General Plan was drafted to comply with the state's 1980 guidelines and AB 2038. The plan is divided into three major sections: Environmental Resources Element, Health and Safety Hazards Element and Land Use and Community Development Element. The methodology of the City was to establish basic constraints and opportunities in the third and fourth chapters, then to draft a development strategy responding to these issues and the community's goals. This strategy is detailed in Chapter 5.0, Land Use and Community Development Element.

The General Plan contains substantive examples of the new integrated format. Clearly, the incorporation of the Environmental Impact Report into the General Plan as Chapter 6.0 is such an example.

The integration of the General Plan with the EIR clarifies the relevant issues before the community, while offering a general assessment of the General Plan with a

discussion of reasonable alternatives to that proposed plan. It is through this method that the community has and will balance desired social and economical goals while preserving the valuable natural environment and character.

Equally important to the integration of General Plan and Environmental Impact Report document is the City's recognition that preparation of the General Plan meets the intent of the California Environmental Quality Act (CEQA), since the planning and environmental review processes have been concurrently undertaken. Thus, this environmental analysis, mandated by CEQA, occurred during the General Plan and citizen review process. Potential adverse effects modified the land use designations, and general plan policy. This "integrated format" provided an ideal opportunity to present the City's environmental goals and objectives as an inherent part of the general plan process suggested by CEQA.

Finally, this General Plan is structured to allow plan/data base building while permitting periodic revisions that are cohesive, effective responses to changing community needs.

The preparation of the 1986 Carpinteria General Plan is the first of a two-phase program to update and revise the City's planning and development policies, standards and procedures. Following adoption of the General Plan, the City will proceed with several subsequent studies. Therefore, there are several portions of the General Plan that refer to Phase II studies.

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CARPINTERIA

GENERAL PLAN

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1.0 OVERVIEW

1.1 BACKGROUND AND HISTORY

In 1542, Juan Rodriguez Cabrillo sailed past the Santa Barbara coast and recorded in the ship's log that he "...was met in the channel by a fleet of canoes bringing gifts of fish and berries." Cabrillo wrote that he "...anchored in front of a magnificent valley, densely populated." The population he referred to was the Chumash (sometimes called Canalino) Indians, who spoke of their village of canoe builders as "Mishopshnow." In 1769, the soldiers of Gaspar de Portola's expedition gave Carpinteria its name. They called it "La Carpinteria"...the carpenter shop.

In the early to mid-1800s, the Carpinteria Valley was designated as "Pueblo lands" of the Santa Barbara Mission, devoted to producing food for the Mission and presidio, and many of the early settlers were retiring Spanish soldiers. Following California statehood in 1850, the valley was opened up for settlement. The earliest settlers were farmers and shopkeepers. The principal crops over the years have been lima beans, walnuts, lemons, avocados and now flowers. Mining asphaltum from the local tar pits for road and other purposes was also an important industry in the early years. On November 11, 1876, the first "Town Map of Carpinteria" was recorded which followed the arrival of the railroad along the Coast to Santa Barbara. Most of the streets of today in the central portion of the City are those that were surveyed and designated in 1876.

Upon incorporation in September 1965, the City of Carpinteria became the fifth incorporated City in Santa Barbara County and the 306th city in California. Carpinteria is a general law city and organized under the council-manager form of city government.¹

From its inception, the City of Carpinteria has been involved in guiding and directing the development pattern in the City. Significant events since incorporation include:

1 City of Carpinteria. Looking Back 1965, Planning Ahead 1985, Twenty-Five Years of Cityhood Service and Self Government. 1985. p. 4.

- 1966-67: Began work on the City's first General Plan.
- 1967-68: Downtown parking district established.
- 1968-69: Authorized low-income, leased housing program.
- 1970-71: Flood hazard zone created, flood control project begun.
- 1971-72: Health Ranch Park established to preserve Great Blue Heron nesting trees, health adobe; park development tax initiated.
- 1972-73: Revisions to General Plan undertaken; architectural review board created; environmental review process on development begun.
- 1973-74: El Carro Park expansion and development begun.
- 1975-76: Citizens advisory committee on housing and community needs appointed.
- 1976-77: Carpinteria Area Rapid Transit system begun; City began to operate County Housing Authority for Carpinteria.
- 1977-78: Downtown revitalization project approved; Local Coastal Plan begun; flood plain management program adopted; resources and water allocation plan adopted.
- 1978-79: City assumed responsibility for street lighting; stronger code enforcement program begun.
- 1979-80: Freeway beautification program initiated; City annexed by Santa Barbara Metropolitan Transit District; Local Coastal Plan approved, implementation begun; downtown revitalization Phase I completed; housing rehabilitation program begun.
- 1980-81: Mobil home park rent stabilization program begun; Tidelands Improvement Plan developed; downtown parking and traffic study completed; Citizens Advisory Committee established.
- 1981-82: Revised zoning ordinance adopted; beach erosion and pier location study completed; LAFCO approves City's Sphere of Influence; Local Coastal Program certified by State.
- 1982-83: Beach management program begun; City began to participate in home mortgage revenue bond program.
- 1983-84: Industrial Development Authority formed, bonds issued; low-income rental housing grant approved; regional beach erosion control program begun; Santa Monica Creek bikeway/hiking trail completed.
- 1984-85: Cable TV regulations updated; Citizens Advisory Board reorganized; major revision of the General Plan begun.

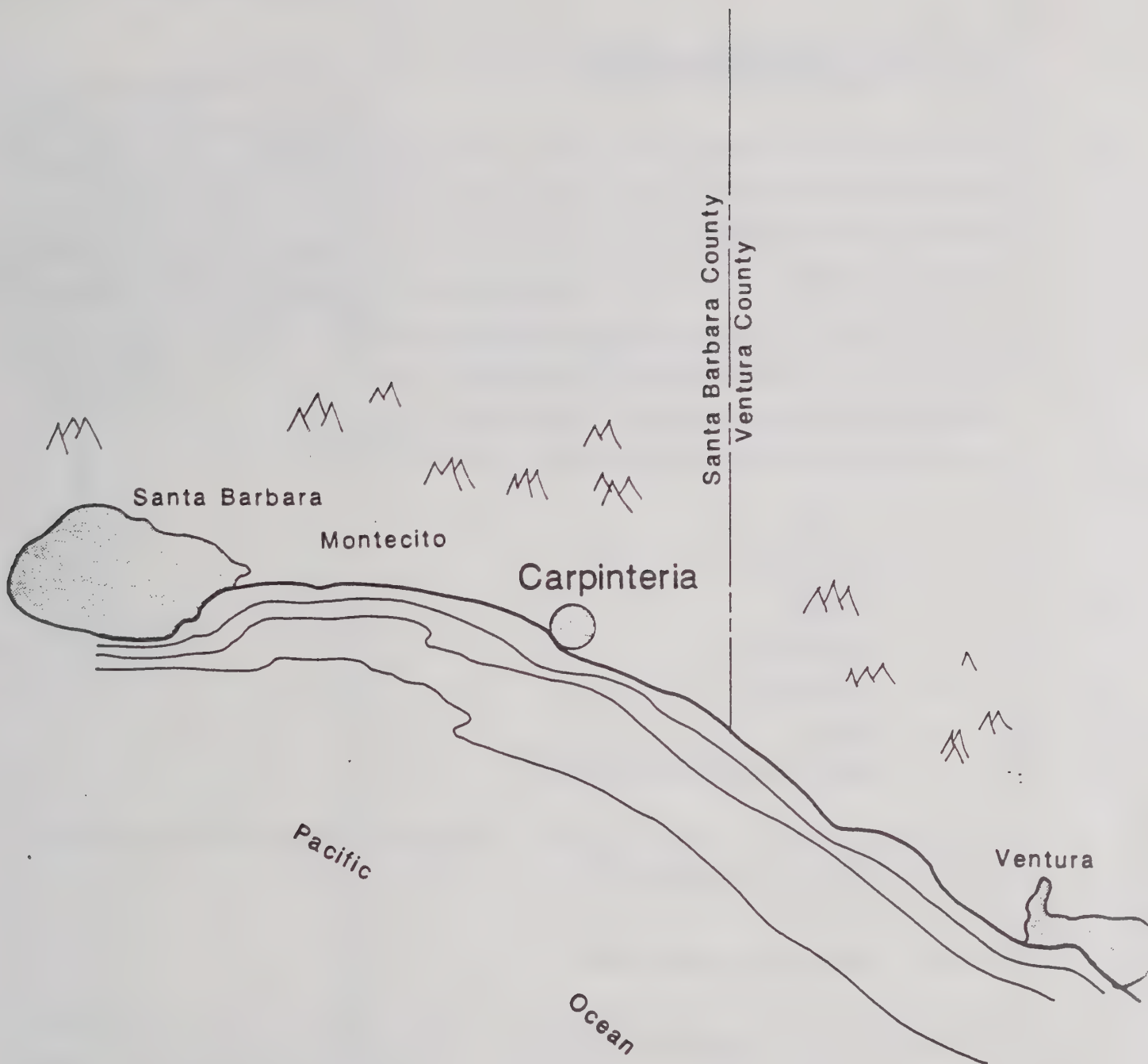
1.2 REASONS FOR PLANNING

As the above history amply demonstrates, the City of Carpinteria (Figure 1-1, Regional Location) has responded to economic, political and environmental issues by defining issues creating policy and implementing specific programs. This process, which has served the City well over the years, underlies this comprehensive General Plan.

As discussed below, the General Plan is the "parent document" for more specific planning tools, such as zoning ordinance, subdivision ordinance, environmental review, redevelopment planning and numerous other specific plans and programs. The General Plan is, in one sense, a summary of existing City policies; in another sense, it directs the preparation of specific programs to achieve community goals. Most important, the General Plan describes an internally consistent system of goals and policies that enable the City to resolve important issues in a rational and equitable manner.

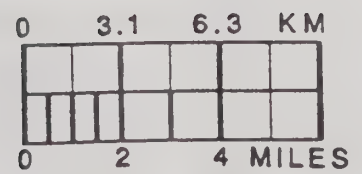
This General Plan is the official statement of the City of Carpinteria that sets forth goals, objectives, policies and proposed implementation programs governing the physical development of the City and its environs. It has been developed in response to State legislation requirements, as well as the growth pressures impacting the southern Santa Barbara County. The plan has these purposes:

1. To improve the physical environment of Carpinteria as a setting for human activity and to make it more functional, beautiful, decent, healthful, interesting and efficient.
2. To promote the interests of the community at large.
3. To place policy development within the framework of public, government decision making.
4. To effect political and technical coordination in community development.
5. To inject long-range considerations into the determination of short-range actions.
6. To bring professional and technical knowledge to bear on physical development decisions.



Regional Location

CARPINTERIA GENERAL PLAN



Michael Brandman Associates

FIGURE 1-1

1.2.1 Legislative Requirements

California state law requires each city to adopt a comprehensive General Plan for the physical development of the City and any land outside its boundaries that bears relation to its planning activities. For Carpinteria, this extends to encompass the entire Carpinteria Valley (see Figure 1-2, Planning Area Map). The plan must consist of diagrams and text that sets forth the City's long-range goals and objectives, policies and implementation programs. State law provides that the plan may be adopted in any format deemed appropriate by the City Council, including the combining of mandated elements. As required by the state per AB 2038 (Cortese), the General Plan must include the following seven mandated elements:

1. Land Use
2. Circulation
3. Housing
4. Conservation
5. Open Space
6. Noise
7. Safety (including seismic safety)

In addition, state law allows the plan to contain other topics and issues that are important to the above purposes.

1.2.1.1 Scope of the General Plan

The General Plan represents the desire of the City of Carpinteria to cope with the complex dynamics of long-range city growth. The General Plan is designed to guide future development in Carpinteria in a desirable and efficient manner and provide a basis for public decisions regarding the development of community resources, the expenditure of public funds and the allocation of land for various purposes. The General Plan is essentially a statement of public policy. As a word, "general" implies, it does not precisely define community development; rather, it establishes a framework within which growth, development and change should take place in accordance with community goals and aspirations.

PLANNING AREA MAP

LEGEND
[Dashed line symbol] PLANNING AREA BOUNDARY

CARPINTERIA
GENERAL PLAN

FIGURE 1-2



The General Plan sets forth the best possible association of uses and activities that appear to be appropriate to Carpinteria. The General Plan, representing a statement of what the City can be, must be supported by the people of the community who will benefit from the accomplishment of its proposals.

The City of Carpinteria General Plan has been prepared in a regional context with an awareness of Carpinteria's preeminent role in such a context. The General Plan is fundamentally a plan for the City of Carpinteria. Although any efforts by the County and other public jurisdictions to adopt and implement the General Plan's objectives, standards or programs would be discretionary acts on the part of those jurisdictions, it will provide directive product for closer coordination and mutual cooperation in an array of issue areas.

The General Plan deals with four major concerns of the people of Carpinteria:

1. Development as a diversified city, including the provision of local retail services for residents and tourists, expanding employment opportunities and preservation of the City's resources that attract residents and tourists.
2. Preservation of Carpinteria's unique character.
3. Maintenance of environmental quality.
4. Availability of housing for various income groups.

The General Plan sets forth the general policies that can contribute to the development of the area while preserving the City's character and environment. The plan also provides for policies and procedures to meet the increasing need for maintaining, as a minimum, the existing balance of housing within the City and increasing opportunity for moderate and middle income housing. The City's Zoning Ordinance and adopted environmental review procedures to implement the California Environmental Quality Act (CEQA) will continue to have such effect.

Since the City adopted its first General Plan in 1965, state planning laws have changed substantially. Past general plans have had little practical use in assessing the political effects of a given development proposal for public improvement. However, general plans are now given far greater legal weight than previously and they are more clearly the basis for controlling the rights of private parties who wish to develop their land. Accordingly, this General Plan is a necessary and legally

required prerequisite for land use regulations, area plans, specific plans capital improvement programs and plans or programs involving the City in the recreation, housing and other social needs of its present residents and those who will settle in the City of Carpinteria.

1.2.1.2 Plans of Other Agencies

The preparation of the General Plan required that agencies be contacted because a number of these agencies have developed plans and programs which affect the Carpinteria Planning Area. The following plans were considered in the planning process:

- Santa Barbara County General Plan
- California State Scenic Highway Plan
- California Freeway and Expressway Plan
- Carpinteria Municipal Water District Master Plan
- California Department of Parks and Recreation Planning
- Cities-County Area Planning Council Plans
- County Local Coastal Plan

1.2.1.3 Why a General Plan

Change is part of any community. In a community where change or growth is constrained by limited public resources, utilities and facilities, there is a need to look ahead and determine the effect of change on the physical, social and economic structure of the community. Change also affects the use and development of human and physical resources. In recognizing and anticipating changes that are occurring and may occur, Carpinteria hopes to guide its future to a more desirable state than would otherwise be possible.

The General Plan illustrates the organization of land use and infrastructure facilities, including streets, parks, public schools and other uses, necessary to accommodate future economic and social activities in the most desirable fashion. As a guide, the General Plan represents a framework for public decision making, decisions made by private investors and the expenditure of public funds that will occur over the next 10 to 20 years.

1.3 GENERAL PLAN ORGANIZATION

This General Plan complies with state law and guidelines as recently revised. It is divided in three major sections: Environmental Resources, Health and Safety Hazards and Land Use Community Development. The seven state-mandated elements are contained within these three "super elements," as described in Figure 1-3, State Mandated Elements.

This organization of the City's goals, policies and implementation program is based on the following logic: Environmental Resources are the basic building blocks defining those aspects of the physical environment that create opportunities; Health and Safety Hazards are those problems in the physical environment that must be solved if the public health, safety and general welfare are to be protected; and Land Use and Community Development discusses the resolution of issues, solution of problems and merging of opportunities into a set of land use, circulation and support plans with programs that are designed to achieve City goals and objectives.

Figure 1-4, Plan Organization Chart, describes the above relationship and indicates the relationship of selected implementation programs and tools to these super-elements. It should be noted at this point that the growth and development of the Carpinteria Valley is related to regional population and economic trends. The General Plan represents Carpinteria's policies with respect to using those trends to achieve goals.

1.3.1 Organization of the Plan

The General Plan text is organized into seven chapters. The intent is to provide a referenceable, easy-to-read document. The seven chapters are as follows:

- Chapter 1.0 - Overview: This chapter offers background on the community and plan with information on content and use of the document.
- Chapter 2.0 - Plan Summary: This chapter summarizes local issues, the Plan's assumptions and goals and provides a description of the land use strategy.

STATE MANDATED ELEMENTS

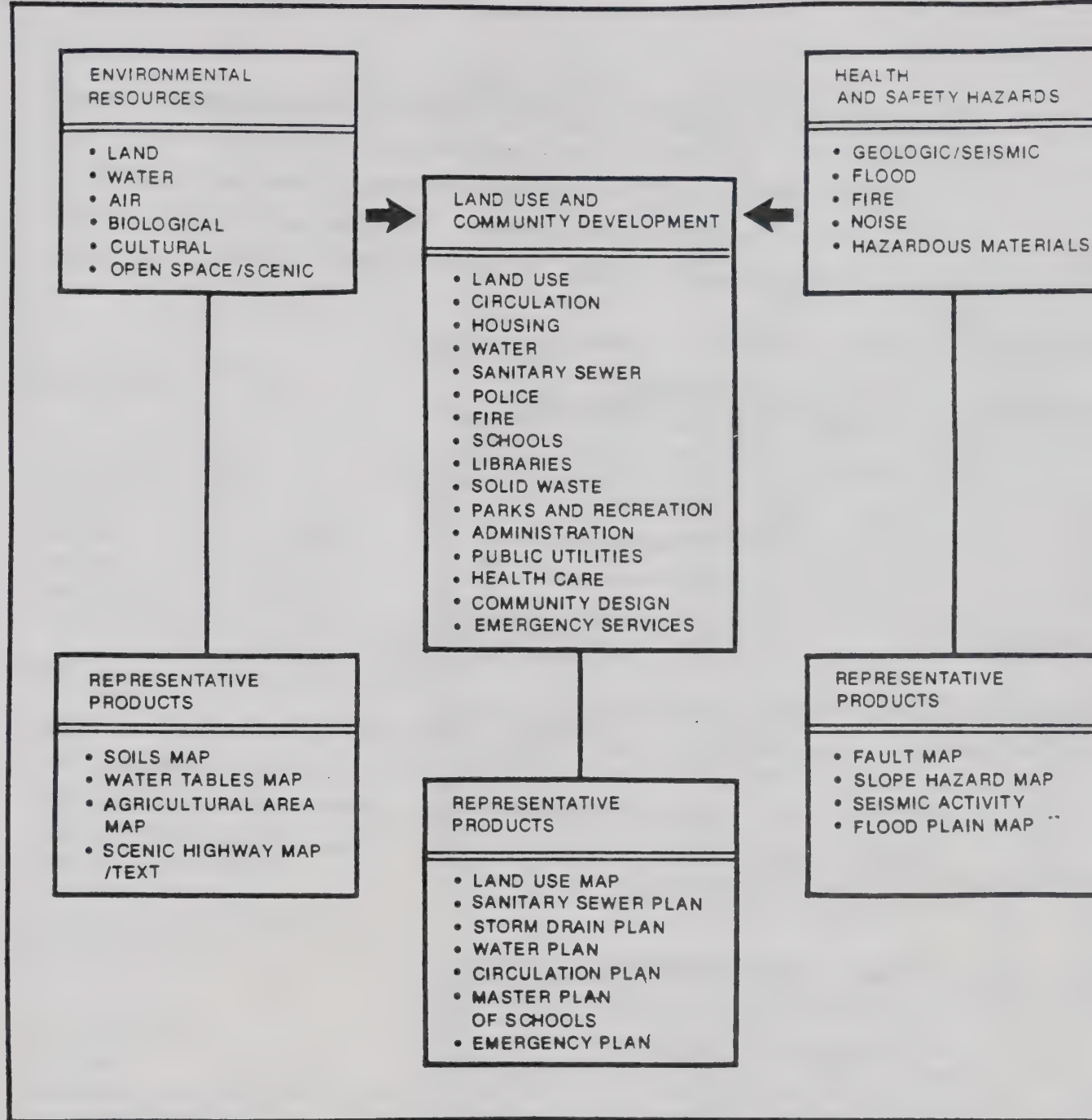
	LAND USE	CIRCULATION	HOUSING	CONSERVATION	OPEN SPACE	NOISE	SAFETY
ENVIRONMENTAL RESOURCES							
LAND RESOURCES	•			•			
WATER RESOURCES				•			
AIR RESOURCES				•			
BIOLOGICAL RESOURCES				•	•		
CULTURAL RESOURCES	•			•			
OPEN SPACE RESOURCES	•			•	•		
RESOURCE CONSERVATION	•			•	•		
HEALTH & SAFETY HAZARDS							
GEOLOGIC HAZARD							•
FLOOD HAZARD	•						•
FIRE HAZARD					•		•
NOISE HAZARD		•				•	•
HAZARDOUS MATERIALS		•					•
LAND USE & COMMUNITY DEVELOPMENT							
LAND USE	•			•	•		
CIRCULATION		•					•
HOUSING	•		•				
SERVICES AND INFRASTRUCTURE	•		•				
COMMUNITY DESIGN	•	•		•	•	•	
EMERGENCY SERVICES		•					

ate Mandated Elements
ARPINTERIA
GENERAL PLAN



FIGURE 1-3

- Chapter 3.0 - Environmental Resources Element: This chapter contains an examination of the natural and man-induced environment within the Carpinteria Planning Area. Environmental conservation issues are identified in this chapter. The availability and extent of the resources are discussed and conservation policies are developed. Major sections of environmental resources are:
 - Section 3.1 Introduction
 - Section 3.2 Land Resources
 - Section 3.3 Water Resources
 - Section 3.4 Air Resources
 - Section 3.5 Biological Resources
 - Section 3.6 Cultural Resources
 - Section 3.7 Open Space/Scenic Resources
 - Section 3.8 Summary: Environmental Resources Element
- Chapter 4.0 - Health and Safety Hazards Element: This chapter deals with the hazardous aspects of the environment in its evaluation. Included in this natural/man-induced constraints chapter are objectives and policies designed to minimize risks associated with General Plan implementation. The major sections of this chapter are:
 - Section 4.1 Introduction
 - Section 4.2 Geologic Hazards
 - Section 4.3 Flood Hazards
 - Section 4.4 Fire Hazards
 - Section 4.5 Noise Hazards
 - Section 4.6 Hazardous Materials
 - Section 4.7 Summary: Health and Safety Hazards Element
- Chapter 5.0 - Land Use and Community Development Element: The opportunities and constraints of Carpinteria's environment, delineated in the previous chapter, set the stage for attainment of the development goals of the community. This chapter provides baseline information on land use, public services, infrastructure, housing and circulation. Each issue is addressed with identification of goals and establishment of objectives and policies that



Plan Organization Chart

CARPINTERIA GENERAL PLAN



Michael Brandman

FIGURE

1.4 DEFINITION OF TERMS

Planning to achieve the type of community that the citizens of Carpinteria desire requires the careful use of technical planning concepts. Because planning terms are prone to overuse and multiple meanings, this section will offer Carpinteria's working definitions of goals, objectives, and policies. Starting with the most general, this plan will have goals, then objectives and, finally, policies. On some issues, the General Plan may offer implementation standards. Definition of these terms as they are used in this General Plan are as follows, along with generalized examples:

- Goals: typically broad statements identifying major aspirations of the City. In most cases, goals are only appropriate at chapter and section levels of review.
- Objectives: statements identifying the desires of Carpinteria at a more specific level of detail. Objectives function in direct support of the goals and reinforce the framework of guidelines.
- Policies: statements articulating how the goals and objectives should be achieved. Policies represent a valuable link between the goals and objectives of the General Plan and the implementing tools of the planning process. For example, policies can be an invaluable reference when evaluating the intent of a zoning ordinance that is unclear on an issue.

minimize development impacts upon the environment. The major sections under Land Use and Community Development are:

- Section 5.1 Introduction
 - Section 5.2 Land Use
 - Section 5.3 Circulation
 - Section 5.4 Housing
 - Section 5.5 Services and Infrastructure
 - Section 5.6 Community Design
 - Section 5.7 Emergency Services Plan
 - Section 5.8 Implementation Summary
-
- Chapter 6.0 - Master Environmental Impact Report (MEIR): This MEIR is an integrated part of the General Plan as recommended by the 1980 California State General Plan guidelines. A discussion of Environmental Goals/Policies/Implementation and a description of the Master Environmental Assessment Program is found in this chapter.

 - Chapter 7.0 - Support Documents: This chapter contains organizations and persons consulted, bibliography, referenced reports and appendices. Those documents that are published and/or filed separately are referenced here. This chapter is the initial reference source for Carpinteria's Master Environmental Assessment Program (MEAP) as described in Chapter 6.0.

1.5 HOW TO USE THE PLAN

As noted previously (see the Organization of the Plan, Section 1.3.1) this General Plan uses a "super-element" format. The planning issues found in these super-elements overlap most or all of the elements of the General Plan. The extent to which these various elements are interrelated should continually be kept in mind and the plan should be viewed in total.

The plan is a combination of text and maps. The maps are graphic representation of policies and objectives, that should be referred to in the City's planning decisions. Similarly, it should be understood that when future changes are made, all affected portions of the text and maps will reflect the amendments needed.

Although a completely articulated graphic of the integrated plan organization is nearly impossible, Figure 1-4 (Plan Organization Chart) offers a basic display of major elements and subelements. These elements are found in a similar format in the text for easy use and reference. Each section will generally contain information as follows:

1. Background of the issue or setting.
2. Goals and objectives.
3. Policies and/or implementation strategy.

The plan, however, is not the appropriate vehicle to resolve all physical development problems, or to present all City policies. As previously referenced, Figure 1-4 (Plan Organization Chart) shows that implementation tools of several types are required. These include, but are not limited to, specific plans, zoning ordinances, habitat protection programs, flood plain management programs and capital improvements programs. Carpinteria has adopted a wide range of such implementation procedures, most of which are referred to in the plan. Persons with an interest in particular issues are invited to review documents that describe these implementation procedures at City Hall.

The plan is best viewed as an integrated system of goals, objectives and policies. Physical constraints defined in one section of the plan, such as soil capabilities, affect policy determination and implementation in other areas, such as land use. Conversely, decisions in some areas, such as land use, have implications for other areas, such as resource conservation. Insofar as possible, the plan should be approached and understood at both the general and specific levels.

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2.0 PLAN SUMMARY

2.1 INTRODUCTION

The City of Carpinteria's first General Plan was completed in 1969, with partial revisions as recent as 1974. In 1985, the City began revising the General Plan to respond to development pressures in a manner that respects community values. This 1986 revision is the result of many workshops and meetings with various segments of the community and is a comprehensive General Plan. This chapter presents a summary of the most important segments and briefly discusses the land use and development portions of the plan; it also establishes the framework for planning by offering a list of relevant planning issues, assumptions and goals. Major land use proposals are described and statistical information is tabulated. The adopted Land Use Map is referenced.

Summaries of other chapters of the General Plan are found in the following places:

- General Plan process and methodology - Chapter 1.0, Sections 1.2 and 1.3.
- Environmental resource issues are summarized in Chapter 3.0, Section 3.8.
- Environmental hazard issues are presented in Chapter 4.0, Section 4.7.

2.2 RELEVANT PLANNING ISSUES

This General Plan represents the City's official policy that shapes the social, economic and environmental character of the community. In the process of synthesizing constraints, issues, and goals, objectives, policies and programs into a workable plan, the identification of relevant planning issues is most important.

Issues were identified through review of development trends and through public participation. These issues were continually refined through input from the City, the Citizen's Advisory Board and the public. The following relevant planning issues highlights the issues identified in the planning area.

2.2.1 Land Use - General

- Additional parks are needed in planning Subareas 1 and 2.
- Industrial uses should be relocated out of the Linden Avenue commercial area to retain the character of the area.
- The preference is to provide more multiple-family residences south of U. S. 101 and fewer north of U. S. 101. Additionally, there is a preference to maintain low-density residential north of U. S. 101.
- Desire for a balanced community—a mixture of land uses throughout the community that provides housing types, employment opportunities and shopping opportunities to meet the needs of the community.
- Need for mechanisms that ensure high-quality development.
- Need to provide planning mechanisms that ensure adequate buffering between incompatible uses.
- Need to improve targeted corridor's appearance and function.
- Need to provide programs that ensure the best use of land in response to limited land and needed resources.
- Need to preserve the character of the community and the scenic qualities that create such character.

2.2.2 Commercial Land Use

- Linden Avenue's commercial vitality is declining. There is a need to ensure that Linden Avenue and other commercial areas will remain economically viable.

FIGURE 2-1
LAND USE PLAN MAP

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

- Tourism should be maintained as a revenue source, and in balance with the stable residential population of the City.
- Specific commercial needs include preventing the fragmentation of commercial areas and developing more commercial activity near the Southern Pacific Railroad tracks at Linden Avenue.
- Maintain commercial uses at the smaller "scale" of the City.
- Desire to maintain tourism as a balanced factor related to the stable residential population of the City.
- The City needs to continue to provide employment opportunities for local citizens.
- More commercial is needed at the west end of the planning area to accommodate auto and other repair shops.

2.2.3 Agricultural Land Use

- Recognition that the agricultural industry should be maintained.
- The City recognizes the economic and aesthetic (open space) value of the agricultural segment and the need for maintaining it as a contributing force to the rural character in the community.
- To reduce the loss of agricultural lands, the City will encourage lowest density housing north of U.S. Highway 101.
- Agriculture should continue to be a priority in the determination of water allocation in the Carpinteria Valley.
- The need to adequately buffer agricultural uses from residential uses.

2.2.4 Industrial Land Use

- Need to balance adequate employment areas (industry) with residential, commercial, agriculture and other support uses in the City.
- Need to control truck uses that serve the industrial and commercial facilities.
- Need to provide adequate buffer criteria where industrial uses abut less intense uses.
- Need to assure appropriate monitoring of hazardous substances used by industry, both onsite and "in route" to and from the sites.
- Need to allocate land for employment related uses adequate to provide employment for the community's future.

2.2.5 Circulation

- The current circulation system does not offer a convenient east/west through-road north of U.S. Highway 101, nor adequate north/south connections from Via Real to Foothill Road.
- There is a need to provide roadway improvements to pavement, curbs, gutters and sidewalks.
- Improved access across U.S. Highway 101 should be sought, particularly focusing on freeway overpasses. These overpasses should be widened for better seismic safety evacuation and improved traffic flow.
- Direct freeway access is sometimes inconvenient due to inadequate ramp configuration and access.
- Parking is limited, particularly in the Linden Avenue commercial area.
- A convenient pedestrian sidewalk and bikeway system needs to be provided within the City.
- Major local roadways (e.g., Carpinteria Avenue, Casitas Pass, Linden Avenue) need current, and particularly future, improvements to maintain safe and convenient traffic flow.
- Santa Monica Road has a number of dangerous curves. A straighter alignment of this road is needed.
- Some roads are noncontinuous and should be connected for a smoother traffic flow. These streets include Via Real and El Carro Lane.
- Truck routes for interstate-sized trucks need to be designated to permit access to retailers and wholesalers at a minimum of disruption to daily city and residential traffic.
- Pedestrian access across U. S. 101 is very limited, and is especially needed along Vallecito Road.
- To protect the safety of the Carpinteria community, hazardous overnight truck stops should not be permitted within the Carpinteria planning area.
- Two roadways that cross railroad tracks can sometimes become obstructed by trains for long periods. An additional crossing would minimize this problem.

2.2.6 Residential Land Use

- Examine residential options, such as mixed use (e.g., located above commercial uses) along Linden Avenue.
- Continue to provide residential development for the elderly and the economically disadvantaged.

- Need to maximize design controls and encourage innovative design in residential developments.
- Provide housing for both permanent and seasonal residents including low cost, multiple, and rental and hotel/motel (tourist-oriented).
- Carpinteria has land available to offer large-lot residential areas (north of U. S. 101). Based upon the availability of public services and utilities, the City could consider offering residential areas for one-quarter, one-third or one-half-acre lots.

2.2.7 Public Services and Facilities

- Ensure adequate water supply for drinking, fire protection and daily use.
- The City needs to improve existing, and provide new, drainage facilities consistent with community growth.
- Improvements in drainage (runoff) from agriculture are needed to minimize percolation of pesticides into the water supply.
- Good quality infrastructure, such as drainage, sewer and water, and public services, such as police, fire and schools must be provided in response to growth in the planning area.

2.2.8 Community Character

- The beach should be maintained as a quiet tourist destination point.
- The "small town" character should be encouraged in all physical features of the City (e.g., landscaping, architecture).
- Improve "image" of City, especially at major entry areas.
- Need open space and architectural design guidelines for industrial areas.
- Provide a public recreation pier.
- Carpinteria recognizes its unique coastal border and therefore must preserve several public accessways to its beaches.
- Views to the ocean may become obstructed by new developments that may occur.
- Preservation of community character (recognition of close association with the ocean/beach.)
- Maintain low community noise levels by establishing sound-attenuating measures between major roadways and residential areas.

2.3 ASSUMPTIONS

This section of the General Plan Summary lists the major assumptions relevant to the planning area. These assumptions, along with issues, have provided the basis for the development of the General Plan:

- Carpinteria lies directly in the path of major urbanization extending northerly and southerly from Santa Barbara and Ventura counties; therefore, preparation of a comprehensive response for such urbanization is necessary. Having decided to use the General Plan as the major tool for responding to this impending urbanization, the City must establish policies and techniques best able to balance community desires and development pressures.
- When properly designed and used, the General Plan process becomes a comprehensive technique for mitigating environmental impacts. The selection of goals and objectives combined with implementation strategies, shape urban forms while diminishing the negative aspects of such change.
- The projected population of Carpinteria will be 15,000 to 20,000.
- That critical services and utilities will limit the rate of development in the community.
- That the plan will need to be consistent with the City's adopted Local Coastal Plan.
- That the entire Carpinteria Valley maintains a close relationship to the City of Carpinteria and therefore should be included in the community's general plan.

2.4 SUMMARY OF GOALS

These major goals are incorporated in the City's General Plan:

- Encourage a range of housing types, styles and costs to suit the varying needs and desires of the elderly, low-income and other economic groups in our society.
- Encourage the protection and preservation of agriculture.
- Encourage and direct economic growth within the real limitations of available natural and man-made resources.
- Maintain a balance between the demand for services, the availability of these services and the resources of the City.
- Maintain a physical environment that contributes to and enhances the quality of life to include perpetuation of the City's rural lifestyle.
- Encourage and promote high-quality health care for all population groups within the planning area.
- Continue developing and promoting an effective transportation system that provides a variety of services.
- Discourage urbanization in areas with significant potential for risk to life and property.
- Promote urban conservation through infilling and upgrading existing community areas.
- Promote the highest and best use of land.
- Promote development approaches and techniques that provide a broad range of housing opportunities and prices.
- Promote greater efficiency in transportation through logical placement of land uses and intensities.
- Maintain a balance between job opportunities and housing opportunities, and support commercial uses.
- Develop planning review procedures that allow the application of City policies through fair and consistent standards. These efforts should promote the health, safety and welfare of the community while protecting the environment.
- Revise the water allocation plan regarding water resources (including study of amount of currently available water and alternate sources).
- Prepare a specific plan of the downtown area to include an improved parking program, traffic circulation and revitalization.

- Develop and implement specific programs and plans for beach erosion control, recreation pier and boat launch facilities.
- Focus efforts on programs to develop community facilities such as a community swimming pool and community center/theatre for use by all segments of the community.
- Assure safe, well-maintained streets, sidewalks, bikeways and trails.
- Continue to improve a community through a beautification program, including litter control, landscaping and park and right-of-way development.
- Continue to expand the City's hiking and biking trail opportunities.

2.5 THE LAND USE PLAN MAP

The Land Use Plan Map (Figure 2-1) of the Land Use and Community Development Element (Chapter 5.0) is the major focus of the Carpinteria General Plan, since it illustrates the community's goals and policies resulting from all sections of the text. It is a cumulative response to the opportunities and limitations brought to light within the environmental resource and environmental hazards super-elements, in combination with land use and community development issues and assumptions.

The Land Use Plan Map is not isolated from the text of the General Plan. The text not only supplements the map, but often describes the City's policies more specifically. The map is an integrated part of the plan.

There are seven categories of land use:

1. Low-Density Residential
2. Multiple-Family Residential
3. Commercial
4. Industrial
5. Public Facilities
6. Parks/Open Space
7. Agriculture

The land use categories are defined as follows:

1. Low-Density Residential: All detached single-family residences of 0.3 dwelling units per acre (du/ac) to 4.6 du/ac. This designation covers a single-family category that ranges from the large lot rural lifestyle to the traditional single-family detached 7,000-square foot lot neighborhoods.
2. Multiple-Family Residential: All detached or attached dwelling units of densities between 4.7 du/ac and 20 du/ac. This designation covers a spectrum of attached/detached residential types ranging from single-family detached (small lot) subdivisions to attached apartments, townhouses and condominiums. Depending on parcel size, housing types can be innovatively designed with clustering and other techniques through a planned unit development (PUD) approach.

3. Commercial: Commercial encompasses a broad range of retail related uses:
 - a. General commercial: characterized by a mixture of retail, wholesale, service and office uses, usually located along the major circulation corridors. A variety of commercial intensities may be found in this category.
 - b. Central business district (CBD): a designation identifying the existing old business district and the surrounding area. Revitalization of this district has been a major focus of the City for years. The CBD is characterized by a variety of financial offices, shops, specialty shops, entertainment centers and residential uses. This section of the City will also emphasize the old town image and rely heavily on pedestrian use and access.
4. Industrial: This category is designated in a variety of locations and includes the following types of industrial/employment uses:
 - a. General Industry: lighter intensity processing, assembly, packaging, wholesale and service-related industries.
 - b. Coastal Dependant Uses: those industrial uses that are responsive to needs related directly to coastal industries. An example of such use includes the pipeline/gas processing facility provided in support of the offshore oil industry.
 - c. Research/Development: characterized by well-designed groups of office, research and development, and ultra-light industrial uses. Typically, these uses have relatively high numbers of employees, are aesthetically attractive and are compatible with less intensive (residential) uses.
5. Public Facilities: All police, fire, school, water, utility, sewer or other municipal services and churches, boy/girls clubs, libraries, or other public-oriented uses.
6. Parks/Open Space: This category is recreational type areas (passive and active), including city parks, beaches, golf courses and related uses. The open space category is also designated for areas considered valuable natural resources, sensitive habitats, unique environments or areas of cultural/historic value. Often hazardous areas or areas unsuited for development are similarly designated.
7. Agriculture: This category is areas set aside for continued agricultural production. These areas are predominately located upon various categories of fertile (prime) soils.

The acreage of each land use proposed under the General Plan is given in Table 2-1.

TABLE 2-1
PROPOSED LAND USES

<u>Land Use Category</u>	<u>Proposed Land Use Plan (acres)</u>	<u>Percentage of Planning Area</u>
Low-Density Residential	1,155	15.2
Multiple-Family Residential	470	6.2
Commercial	170	2.2
Industrial	260	3.4
Public Facilities	260	3.4
Parks/Open Space	160	2.1
Agriculture	<u>5,120</u>	<u>67.4</u>
Total	7,595 acres ^a	99.9 ^b

a The acreage for unincorporated Carpinteria planning area is taken from Table 1 of the Draft Carpinteria Water Allocation Program, dated January, 1986. The boundary of the Water Allocation Program Study may not coincide with Carpinteria Planning Area, but is sufficiently close to estimate acreage and plan.

b Total does not add to 100.0% due to rounding.

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3.0 ENVIRONMENTAL RESOURCES ELEMENT

3.1 INTRODUCTION

This chapter contains a description of the natural and man-induced environment within Carpinteria's Planning Area. The Environmental Resources Element identifies issues related to the protection and management of environmental resources, including land, water, air, biology, cultural, scenic, open space, scarce resources and others. The element recognizes that the value of environmental resources is established by their scarcity and their economic, cultural and health benefits.

In the context of this General Plan, Chapter 3.0 establishes a large percentage of the City's environmental baseline information. This chapter identifies many of the opportunities and constraints that must be considered in the formation of goals, objectives and policies for Environmental Resources, as well as Land Use and Community Development Element (Chapter 5.0).

Each section of this chapter will provide: (1) a description of the resource; (2) a discussion of availability and extent of the resource; and (3) a list of goals, objectives and policies or implementation strategy designed to conserve the resources as appropriate. Major sections within the Environmental Resources Element are:

- Section 3.1 Introduction
- Section 3.2 Land Resources
- Section 3.3 Water Resources
- Section 3.4 Air Resources
- Section 3.5 Biological Resources
- Section 3.6 Cultural Resources
- Section 3.7 Open Space/Scenic Resources
- Section 3.8 Summary: Environmental Resources Element

It is the goal of the City of Carpinteria to identify and protect valuable environmental resources from inappropriate or premature development. The objectives and policies outlined in this chapter are designed to conserve these environmental resources to the maximum extent possible.

Section 3.8, Resource Conservation Summary, is a summary of the chapter policies as related to conservation.

3.2 LAND RESOURCES

Land is one of the major environmental resources in Carpinteria. The most prominent characteristics of land are landform, topography, soil types and mineral content. These characteristics are described below for the Carpinteria Planning Area.

3.2.1 Setting

3.2.1.1 Landform/Topography/Shore Line

Covering approximately 7,660 acres, the Carpinteria planning area is situated in the southwesternmost portion of the Santa Barbara County coastal plain. The planning area is generally bordered by the Santa Ynez mountain range and the Los Padres National Forest to the north, and the Santa Barbara Channel of the Pacific Ocean to the south. The eastern border is formed by Ventura County; the western border by Toro Canyon Creek.

The major topographic features of the planning area are mountains, creeks, marshes, beaches and subtidal areas. The Santa Ynez mountains slowly incline from 50 feet above sea level in the northern portions of the planning area to 200 feet above sea level at the northern planning area boundary. Inland from the planning area, the Santa Ynez mountain range rises abruptly to an elevation of 4,000 feet.

The creeks within the planning area extend in a branch-like pattern from the Santa Ynez mountain range to the Pacific Ocean. These creeks include Toro Canyon, Garapato, Arroyo Paredon, Santa Monica, Franklin, Rincon, and Sutton and Gobernador Creeks, which form the Carpinteria Creek.

The Santa Monica Creek flows into the El Estero marsh, the only marsh in the Carpinteria Valley. The marsh is approximately 230 acres and is the habitat of a variety of plant and animal species. In addition, the marsh is an aesthetic resource recognized and valued by many Carpinteria residents.

The coastal strand habitats of the planning area between Rincon Point and Loon Point consist of sandy beaches, natural rocky areas and man-made shore protection

devices, including seawalls and rip-rap armorstone. An oil-service pier is located near the downtown Carpinteria city limit. Remnant pilings from destroyed piers, both at the Carpinteria Point and just north of Rincon Point, have been reported. An extensive rocky intertidal area known as Carpinteria Intertidal Reef is located at the north of Carpinteria Creek.

Up to 2 miles offshore of the planning area, the ocean floor is predominantly sedimentary. South of a rocky area off Sand Point and the Carpinteria Marsh the maximum depth reaches approximately 100 feet. Isolated high relief, solid substrate is located approximately 1 mile offshore at Loon Point and west of Carpinteria Reef. The Reef, offshore at Sand Point, is the most prominent submerged, high relief habitat within the planning area. This rocky area supports kelp and other organisms commonly associated with that type of habitat.

The Carpinteria Intertidal Reef and a Harbor seal (Phoca vitulina) haul-out area just east of the previously described oil-service pier are considered sensitive marine habitats by Santa Barbara County.

3.2.1.2 Soils

Soils can be generally discussed in terms of age and composition. The City of Carpinteria and the Santa Barbara Channel are located at the western end of the Traverse Ranges Geomorphic Province. The stratigraphy of the western portion of the Transverse Range is described in a Bailard/Jenkins study¹ as follows.

"The stratigraphy is dominated by marine sedimentary rocks which were deposited in the Ventura Basin during the past 70 million years. About 6 million years ago the depositional pattern began to change as portions of the Ventura Basin were uplifted by plate tectonics into the Santa Ynez-Topatopa Range. Uplifted Tertiary marine sediments were then eroded and redeposited as non-marine quaternary sediments in local basins (Sage 1975)."² (Refer to Figure 7-1, Divisions of Geologic Time in Appendix 7.4.2.)

1 Bailard/Jenkins Consultants. City of Carpinteria Beach Erosion and Pier Study (Final Report). April 1982.

2 Sage, O. Santa Barbara City College Master Plan. Draft Environmental Impact Report. 1975.

Limiting attention to the Carpinteria area, Jackson (1980)¹ states that

"...Carpinteria Basin was formed on Miocene strata of the Santa Ynez Range and Pliocene strata of the northern margin of the Ventura Basin. Following erosion for these strata, the basin was filled with Pleistocene shallow marine and nonmarine sediments. (These include Qal, Alluvium; Qcp, Carpinteria Fm; QC, Casitas Fm; Qoa, older Alluvium.) Pleistocene uplift along the Red Mountain Fault to the east of Carpinteria exposed Miocene (Monterey) strata on the seafloor, separating the Ventura Basin from the Carpinteria Basin."

At Carpinteria Salt Marsh, or El Estero, the beach is a low sandbar developed in the lee of a nearly submerged rocky reef which is exposed off Sand Point only at the lowest tides. Although this reef is not large, it has provided enough shelter from waves to allow the headland at Sand Point to develop. The sea cliffs from Carpinteria State Beach east to the county line at Rincon Creek, are formed from the Monterey Formation.

This rock is chiefly a hard, splintery, silicified shale, but in many places it is a soft diatomaceous shale. It contains numerous thin beds of volcanic ash, is often tightly folded or crumpled, and in many places is shattered or fractured extensively. The weaker portions of the Monterey formation are readily eroded by both marine and nonmarine processes.

As a result of the stratigraphy of soils, Carpinteria has areas of near-surface groundwater (either as a main aquifer or in a perched condition) that can be a geologic and engineering problem from the standpoint of liquefaction, settlement, slope stability and construction difficulties. It is primarily a problem for agriculture in the unincorporated area adjacent to the City's western and northern boundaries. Groundwater conditions are further discussed in Section 3.3 of Chapter 3.0.

Based on groundwater information from U.S. Geological Survey and other publications, the various areas and rock units were rated with respect to groundwater problems. Generally speaking, water between 8 and 15 feet could pose a problem for larger structures or deeper excavations. Water below 15 feet would not constitute any significant problem except for the largest structures or those requiring deep foundations.

1 Jackson, P. A. Structural Evolution of the Carpinteria Basin, Western Traverse Ranges, California. M.S. Thesis, Oregon State University.

The Carpinteria planning area is also located within one of the most seismically active areas within California during the last 200 years. The seismic character of the area is discussed completely in Geologic Hazards of the Health and Safety Hazards Element, in Chapter 4.0.

The composition of soils in the Carpinteria planning area varies greatly, as seen on Figure 3-1, Soils. The soils are primarily composed of EaA, Eb, GcA, GdA, AD, Cb and MeC soils as defined and described below:

- BaC: Ballard sine sandy loam, 2 to 9 percent slopes.
- Cb: Camarillo Variant, fine sandy loam.
- EaA: Elder sandy loam 0 to 2 percent slopes.
- Eb: Elder-Sobota complex, 2 to 9 percent slopes.
- GcA: Goleta five sandy loam, 0 to 2 percent slopes.
- GdA: Goleta loam, 0 to 2 percent slopes.
- MeC: Milpitas-Positas fine sandy loams, 2 to 9 percent slopes.

The soil characteristics are summarized below, with specific details shown in Appendix 7.4.2, Geologic and Soils Appendix.

The EaA, Eb, GcA and GdA soils¹ are:

"Nearly level to moderately sloping, well drained sandy loams, fine sandy loams, loams and silty clay loams on flood plains and alluvial fans and in valley.

The soils formed in deep alluvium derived from sedimentary rock. Slope ranges from 0 to 9 percent. The native plant cover is annual grasses, forbes and scattered oaks. Elevation ranges from 25 to 500 feet.

Goleta soils have a surface layer of dark grayish brown fine sandy loam or loam. It is underlain by brown and pale brown stratified loamy sand to loam.

1 Soil descriptions are taken from "Soil Survey of Santa Barbara County, California, South Coastal Part." U.S. Department of Agriculture, Soil Conservation Service. February 1981.

Elder soils have a surface layer of dark grayish brown sandy loam. It is underlain by stratified yellowish brown, reddish brown and brown loamy sand to silty clay loam.

They are used for all crops grown in the area. Some areas adjacent to stream channels are subject to occasional flooding and streambank erosion."

The AD and Cb soils are:

Nearly level, poorly drained fine sandy loams on low flood plains and tidal flats.

This association is in the low portions of Carpinteria Valley. The soils formed in deep alluvium derived from sedimentary rock. Slopes are less than 1 percent. The native cover of the Camarillo soils is annual grasses, rules, willows and sedges. The native cover of Aquepts, flooded, is tidal marsh vegetation of pickleweed, saltgrass and other water-loving salt-tolerant plants. Elevation ranges from sea level to 50 feet.

This association makes up 2 percent of the survey area. It is about 70 percent Camarillo soils and 20 percent Aquepts, flooded. The rest is poorly drained soils that are sandy throughout and small dunes.

Camarillo soils are poorly drained. The surface layer is brown fine sandy loam. It is underlain by stratified pale brown and brown, mottled loamy sand to clay loam. Depth to the water table ranges from about 3 to 6 feet. Most areas have slight or moderate salinity in the subsoil.

Aquepts, flooded, are tidal marshes that are highly stratified with thin layers of coarse textured to fine textured mineral soil and occasional thin peat layers. These very poorly drained soils are almost continually waterlogged and are strongly saline.

Parts of the Camarillo soils are artificially drained and are used for truck or orchard crops, but growth is spotty and erratic. Some areas are urban and others are idle. Aquepts, flooded, have no agricultural value and are idle or used for wildlife."

The MeC soils can be characterized as:

"Nearly level to steep, moderately well drained fine sandy loams on terraces.

This association is within 4 miles of the Pacific Ocean in scattered areas between Rincon Creek and Gaviota Pass. The soils formed in alluvium derived from sedimentary rock. They are fine sandy loams or loams that are shallow to moderately deep over a dense, very slowly permeable clay subsoil. Slope ranges from 0 to 50 percent. Plant cover is annual grasses, forbes, scattered sagebrush and small oak trees. Elevation ranges from 30 to 800 feet.

Milpitas soils have a surface layer of brown fine sandy loam. The subsoil is very compact and dense yellowish brown clay. Depth to the subsoil is 4 to 30 inches, depending on the amount of erosion. Stones are on the surface and in the soil in some areas."

Positas soils have a surface layer of brown fine sandy loam. The subsoil is very compact and dense reddish brown clay. Depth to the subsoil is about 14 to 28 inches, depending on the amount of erosion. Positas soils occur in intricate patterns on the landscape with Milpitas soils.

This association has numerous small valleys dissected by drainage ways. Some of these valleys are used for orchards or truck crops. The more nearly level terraces are used for orchards, range or urban development."

More at issue, however, is the soils' suitability for agriculture in the Carpinteria Valley. On this subject, two separate complementary systems of ranking soil capability for major crops are available. As previously referenced, the U.S. Soil Conservation Service has indicated soil capability for agriculture production for each soil type. The county's agricultural preservation program has also been utilized to establish eligibility for prime land designations.

The Soil Conservation Service has defined eight soil capability classes. Classes I and II are considered to be prime soils because they impose few limitations on agricultural production, and almost all crops can be grown successfully on these soils. Limited agricultural soils are grouped into Classes III and IV because (1) few crops can be grown on these soils, (2) special conservation measures are required (3) both conditions exist. Classes VI and VII include soils that are suited primarily for rangeland, woodland and wildlife habitat. Class V, which also falls in this category, is not found in the county. Finally, soils and landforms that are unsuited for agricultural use are placed in Class VIII.

The countywide soils/agricultural capability map has been synthesized into an "Important Farmlands Map" (Figure 3-2). Classes used by the federal government have been refined to articulate prime (P), statewide importance farmlands (S), unique farmlands (U), etc.

Clearly, the northerly portion of the planning area (Planning Subarea #6) is an important resource for consideration in this General Plan.

3.2.1.3 Mineral Resources

The only major mineral resource within the Carpinteria Planning Area is oil. At this time, oil-drilling activities are limited to offshore platforms, onshore oil storage

facilities crew boat base, product terminal and a natural gas processing plant. Offshore oil platforms of the planning area include platforms Hazel and Hilda, both of which are Chevron facilities (lease number 1824). Two existing crude oil pipelines extend through the planning area, one from the two offshore platforms (Hazel and Hilda) and one from platform Hope. Both pipelines terminate into the Chevron processing plant and oil storage facilities near City Hall in the City of Carpinteria.

A crew boat base and product terminal are also located within the offshore planning area, near the gas processing plant.¹

3.2.2 Issues

Issues associated with land resources in the Carpinteria Planning Area are discussed below.

- The landforms and topographic features of Carpinteria are an aesthetic reservoir that establish the physical character of the community and act as a source of community pride and should be protected from inappropriate development.
- The coastline area is a resource that is a valued element of the community and the visitor. This resource needs protections from unwise use.
- The hillside areas are landforms that contribute substantially to the valley's environment and should be protected.
- Soils and high-water tables combine to make logical placement of development imperative.
- Agriculturally prime lands should be recognized as an important resource.
- Agricultural uses, especially the more intensive uses, are potentially incompatible with residential uses; therefore, adequate buffering is needed to resolve long-term conflicts.
- Although Carpinteria recognizes the need for energy resources, it must maintain visual and environmental standards to preserve its aesthetic and healthful attributes.

1 Discussion is derived from a California Coastal Operators Group Map, titled "Offshore Planning Map" (latest edition June 5, 1984).



SOILS

LEGEND:

- AC-Aquents, fill areas
- AD-Aquepts, flooded
- BaA-Ballard fine sandy loam, 0 to 2 percent slopes
- BaC-Ballard fine sandy loam, 2 to 9 percent slopes
- BcC-Baywood loamy sand, 2 to 9 percent slopes
- BE-Beaches
- BkC2-Botella Variant silty clay loam, 2 to 9 percent slopes, eroded
- BkD2-Botella Variant silty clay loam, 9 to 15 percent slopes, eroded
- Cb-Camarillo Variant, fine sandy loam
- EaA-Elder sandy loam, 0 to 2 percent slopes
- EaB-Elder sandy loam 2 to 9 percent slopes
- Eb-Elder Soboba complex, 2 to 9 percent slopes
- GbG-Gaviota-Rock outcrop complex, 50 to 75 percent slopes
- GcA-Goleta fine sandy loam, 0 to 2 percent slopes
- GdA-Goleta loam, 0 to 2 percent slopes
- LcG-Lodo-Sespe complex, 50 to 75 percent slopes
- Mc-Metz loamy sand
- MdE-Milpitas stony fine sandy loam, 15 to 30 percent slopes
- MeC-Milpitas-Positas fine sandy loams, 2 to 9 percent slopes
- MeD2-Milpitas-Positas fine sandy loams, 9 to 15 percent slopes, eroded
- MeE2-Milpitas-Positas fine sandy loams, 15 to 30 percent slopes, eroded
- MeF2-Milpitas-Positas fine sandy loams, 30 to 50 percent slopes, eroded
- OAG-Orthents, 50 to 75 percent slopes
- TbE2-Todos clay loam, 15 to 30 percent slopes, eroded
- TdF2-Todos-Lodo complex, 30 to 50 percent slopes, eroded
- XA-Xerorthents, cut and fill areas
- ZaD2-Zaca clay, 9 to 15 percent slopes, eroded

CARPINTERIA GENERAL PLAN



Michael Brandman Associates



North

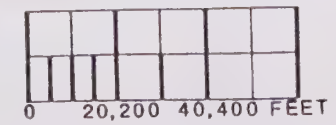
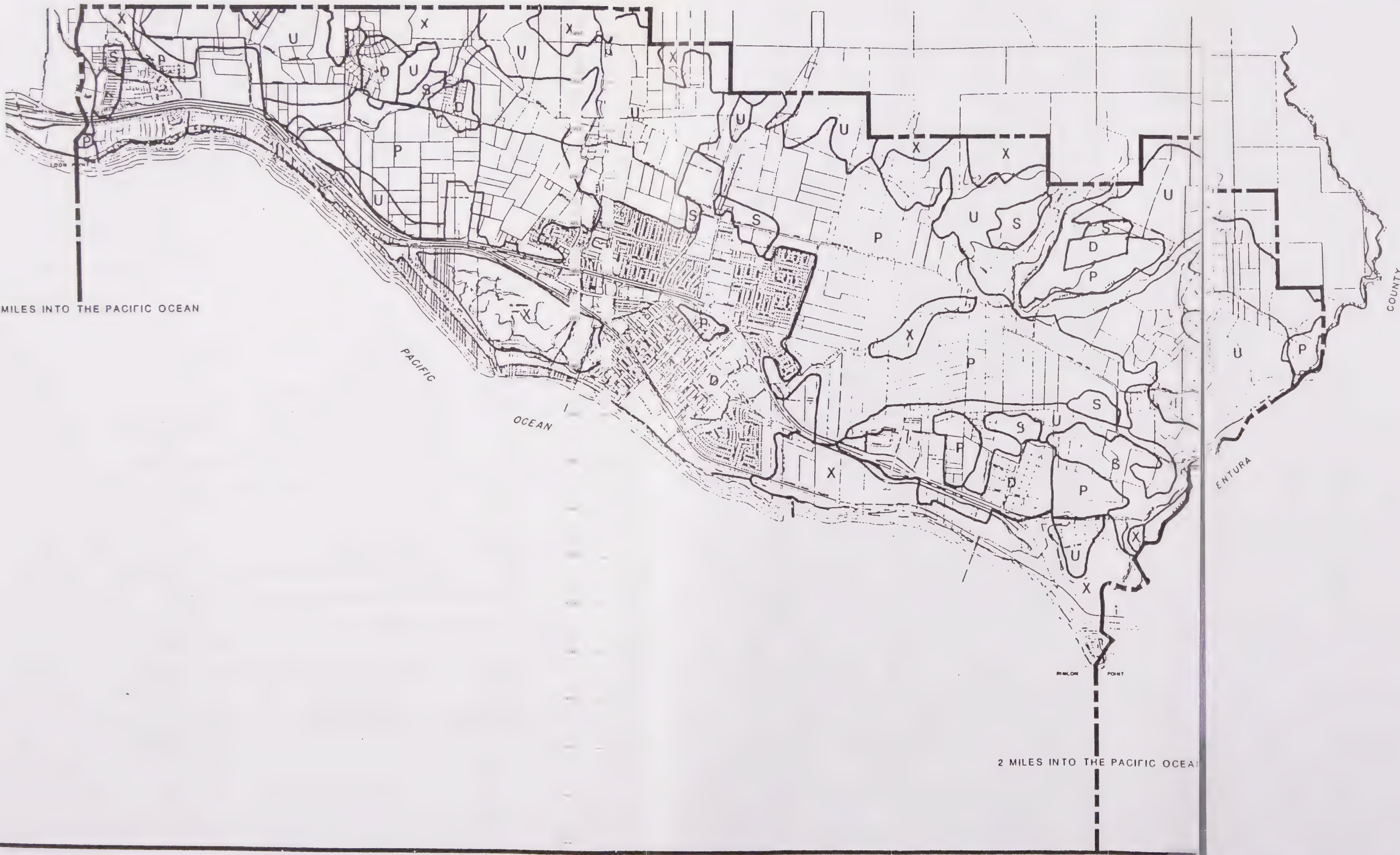


FIGURE 3-1



IMPORTANT FARMLANDS

LEGEND

- | | |
|---|-----------------------------------|
| P | PRIME FARMLANDS |
| S | FARMLANDS OF STATEWIDE IMPORTANCE |
| U | UNIQUE FARMLANDS |
| L | FARMLANDS OF LOCAL IMPORTANCE |
| G | GRAZING LANDS |
| D | URBAN AND BUILT-UP LANDS |
| X | OTHER LANDS |

CARPINTERIA GENERAL PLAN



FIGURE 3-2



3.2.3 Goals, Objectives and Policies

1. OBJECTIVE: The plan recognizes the City's land resources as a valuable commodity that can be lost to premature or inferior development. It is therefore the objective of the City to protect these resources to the maximum extent possible, and to promote land development that constitutes the highest and best use.

Policies:

Policies designed to attain this objective area are as follows:

1.1 Landform

- a. Minimize grading by designing urban development to conform to natural contours.
- b. Minimize the quantity of cut and fill required for urban development.
- c. Protect coastline from development that would destroy environmental and recreational values.
- d. Perpetuate natural drainage courses wherever possible.
- e. Implement storm control systems that conform to the natural drainage patterns.

1.2 Soils

- a. Minimize soil erosion during urban development by maintaining existing vegetation or replacement with ornamental treatments.
- b. Allow conservation of agricultural production areas where possible.
- c. Require coverage or erosion control treatment of all areas disturbed for urban development.
- d. Regulate and minimize windborne erosion (aeolian erosion) by development of dust control regulations.
- e. Maintain frequent contact with the county in its efforts to regulate and control the effects of intensive agriculture uses in areas affecting the community.

1.3 Mineral Resource

- a. The City shall maintain liasion with the State Division of Mines and monitor state studies.
- b. The City shall maintain liasion with the private, county, state and federal agencies that coordinate resources (oil) industries.
- c. The City shall draft codes and standards for the development of mineral extraction sites and associated uses to assure compatibility with adjacent land uses and pleasing aesthetic characteristics.

3.3 WATER RESOURCES

Urban development is dependent upon water resources. Carpinteria's ability to achieve goals is dependent on the quality and quantity of water available. Recent drought conditions in the state have demonstrated California's limited water resources, which will increasingly determine the rate of growth for all urban expansion.

Issues relating to water resources can be divided into several categories. These categories include water sources and availability, water quality, regulatory responsibility and water resource protection. Carpinteria's ability to respond to these issues will have long- and short-term effects on this valuable resource.

3.3.1 Setting

3.3.1.1 Water Resources

Water sources in the planning area include surface water and groundwater. Surface waters include the creeks and Lake Cachuma (refer to Figure 3-3, Water Resources). Groundwater water resources include the Carpinteria Groundwater Basin, as described below.

Surface Water

Although many creeks exist within the Carpinteria Planning Area, the water flow is not sufficient to supplement supply. Therefore municipal water usable surface water is delivered only from Lake Cachuma. Current water withdrawal from the lake totals 3,041 acre-feet per year (AFY).

3.3.2 Goals, Objectives and Policies

GOAL A

Carpinteria shall maintain its salt and freshwater resources and water habitats free from pollutants, erosion or depletion.

FIGURE 3-3
WATER RESOURCES

To be provided in Phase II.

1. OBJECTIVE: Carpinteria will minimize the erosion, sedimentation, channelization, and contamination of beaches, shores, and surface water bodies.

Policies

- 1.1 Carpinteria will protect environmental degradation of creeks by not permitting industrial uses nor major roadways adjacent to creeks.
- 1.2 The City shall allow no construction that contributes to permanent alteration in the configuration of the shoreline or beach.
- 1.3 Carpinteria will review all proposals for development along the shoreline or on the beach. Special consideration will be given to development of coastal dependent uses or to facilities that enhance the operation, enjoyment or maintenance of these areas.
- 1.4 Only light recreational use shall be permitted on public beaches that include or are adjacent to rocky points or intertidal areas.
- 1.5 Shoreline structures, including piers, groins, breakwaters, drainages, seawalls and pipelines, shall be sited or routed to avoid significant rocky points and intertidal areas.
- 1.6 Carpinteria will not permit unauthorized vehicles on beaches adjacent to intertidal areas.

GOAL B

Carpinteria will protect groundwater resources from degradation or depletion.

1. OBJECTIVE: The City will develop a water management plan to achieve a balance between development pressure and water resource availability.

Policies

- 1.1 This water management plan will subject to a safe-yield analysis; it will also describe conditions under which temporary exceptions might be permitted. All such exceptions would be granted in collaboration with the Carpinteria County Water District, and would be subject to specific conditions of use.
- 1.2 Carpinteria will develop a program to evaluate new development projects so that highest priority will be given to projects that meet the needs of the community and protect and conserve water resources.

3.4 AIR QUALITY

This section of the General Plan describes the issue of air quality and its relationship to land, transportation and energy use. It presents objectives and policies designed to protect this resource as much as possible.

Air quality is a regional issue with substantial impact and control well beyond the reach of the City's powers. The quality of the air is dependent upon air pollution source locations; amounts and types of pollutants; and climatic, meteorologic and topographic conditions. Understanding the effects of these issues and their relationship to planning and land use decisions will assist in minimizing further impaction of this valuable resource.

3.4.1 Setting

The City of Carpinteria is located in the South Central Coast Air Basin as designated by the California State Air Resources Board. In this area, air quality data are collected and monitored by the Santa Barbara Air Pollution Control District (APCD) and documented within the Santa Barbara Air Quality Attainment Plan.

3.4.1.1 Types of Pollutants

Air quality in an area is a function of the primary and secondary pollutants, the existing regional ambient air quality and the topographical and meteorological factors influencing the transport of pollutants. Primary pollutants are emitted directly from a source into the atmosphere and include carbon monoxide (CO), oxides of nitrogens (NO_x), reactive organic compounds (ROC), nitrogen dioxide (NO₂), sulfur dioxide (SO₂) and particulates. Secondary pollutants are created by atmospheric chemical and photochemical reactions (often involving primary pollutants). Examples of secondary pollutants include oxidants, primary ozone (O₃) and sulfate particulates.

3.4.1.2 Climate and Meteorology

The Carpinteria planning area climate is Mediterranean, or dry subtropical. Average annual temperature difference is 28°F, ranging from an average minimum of 44°F in

January to an average maximum of 72°F in September. Mean annual precipitation averages about 14 inches, most of which occurs between November and April. Seasonal climate differences are of sufficient degree to result in greater air pollution May through October.

Large-scale meteorological factors over the Pacific Ocean and the continent affect the dispersion of air pollutants in the area. From April through October, daytime westerly winds predominate. There is a tendency for winds to reverse the move offshore from early nighttime and morning, then turn onshore again. This seasonal period also experiences more frequent thermal inversion layers, capable of trapping air pollutants near the surface. From October through March, higher speed, northeasterly winds are typical and generally have a cleansing effect on the basin. Air pollutant transport within the airshed occurs when pollutants emitted throughout the airshed are carried farther inland by the daily onshore breezes. Pollutant concentrations, therefore, generally increase at inland locations. These pollutants are carried offshore by nighttime drainage winds; however, residential pollutants may be transported back into the basin on succeeding days. Buildup of ozone concentrations during smog season (May through October) is aided by the frequent presence of an inversion: a layer of warm air that serves to confine the ozone and ozone-forming emissions between the surface and an average height up to about 1,500 feet.

3.4.1.3 Ambient Air Quality

Ambient air quality is described in relation to state and federal standards which have been adopted to protect public health with a margin of safety (see Table 3-1, Ambient Air Quality Standards). In addition to ambient standards, California has adopted episode criteria for oxidants, carbon monoxide, sulfur dioxide nitrogen dioxide, and particulate matter. The episode levels represent short-term exposures at which public health is actually threatened. In Santa Barbara County, a variety of air monitoring stations exist to study the county's ambient air quality. The APCD air monitoring station located in Santa Barbara is the most indicative of the ambient air quality in the City of Carpinteria. Based on 1980-1983 data from this station, air quality trends (as shown in Table 3-2, Santa Barbara Air Pollution Summary 1980-1983) have developed in Carpinteria.

TABLE 3-1

AMBIENT AIR QUALITY STANDARDS^a

<u>Air Pollutant</u>	<u>California</u>	<u>Federal</u>	
		<u>Primary</u>	<u>Secondary</u>
Ozone	0.10 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg. ^b 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide	0.25 ppm, 1-hr. avg.	0.05 ppm, annual avg.	0.5 ppm, annual avg.
Sulfur Dioxide	0.05 ppm, 24-hr. avg. with ozone <u>0.10 ppm</u> , 1-hr. avg. or TSP <u>100</u> ug/m ³ , 24-hr. avg. 0.5 ppm, 1-hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.5 ppm, 3-hr. avg.
Total Suspended Particulate (TSP) ug/m ³ ,	60 ug/m ³ annual geome- tric mean 100 ug/m ³ , 24-hr. avg.	75 ug/m ³ , annual geome- tric mean 260 ug/m ³ , 24-hr. avg.	60 ug/m ³ , annual geo- metric mean 150 24-hr. avg.
Sulfates	25 ug/m ³ , 24-hr. avg.		
Lead	1.5 ug/m ³ , 30-day avg.	1.5 ug/m ³ , calendar quarter	1.5 ug/m ³ , calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr, avg.		
Vinyl Chloride	0.010 ppm, 24-hr. avg.		
Ethylene	0.10 ppm, 8-hr. avg. 0.50 ppm, 1-hr. avg.		
Visibility Reducing Particles	In sufficient amount to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 obs.		

a Source: South Coast Air Quality Management District Air Quality Handbook for Environmental Reports. December 1983.

b Effective December 15, 1982. The standards were previously 10 ppm, 12-hour average and 40 ppm, 1-hour average.

TABLE 3-2

SANTA BARBARA AIR POLLUTION SUMMARY: 1980-1983^a

<u>Pollutant</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983^b</u>
Ozone (O ₃)				
1-hour concentration (ppm) ^c				
Federal Standard 0.12 ppm				
Highest hourly concentration	0.19	0.24	0.12	0.16
Number of days/hours above standard	1/3	1/5	0/0	3/7
Sulfur Dioxide (SO ₂)				
24-hour concentration (ppm)				
California Standard 0.5 ppm				
Highest hourly concentration	0.03	0.03	0.03	0.03
Number of standard violations	0.00	0.00	0.00	0.00
Carbon Monoxide (CO)				
8-hour concentration (ppm)				
Federal Standard 9 ppm				
Highest hourly concentration	18.0	15.0	14.0	16.0
Number of standard violations (days/hours)	6/6	0/0	0/0	0/0
Nitrogen Dioxide				
1-hour concentration (ppm)				
State Standard 0.25 ppm				
Highest hourly concentration	0.16	0.15	0.14	0.11
Number of standard violations (days/hours)	0/0	0/0	0/0	0/0
Total Suspended Particulates (TSP) ^d				
24-hour concentration (ug/m ³) ^e				
Highest 24-hour concentration	146.0	123.0	78.0	85.0
Geometric mean	59.0	60.1	44.4	41.66

a California Air Resources Board, Air Quality Data 1980-1983: Santa Barbara, State Street Monitoring Station.

b Santa Barbara County Air Pollution Control District, State Street and Canon Perdido Stations.

c ppm = parts per million.

d Data representative of Carpinteria air monitoring station.

e ug/m³ = micrograms per cubic meter.

As the City of Carpinteria grows throughout the year 2000, air quality impacts will occur from a variety of sources, including: (1) mobile sources (vehicular and construction); and (2) stationary sources (industrial, residential, commercial, natural gas and electric demands).

3.4.1.4 Major Mobile Source Emissions

Mobile source emissions that come primarily from vehicles are the chief source of carbon monoxide (CO), reactive hydrocarbons (RHC) and oxides of nitrogen (NOx). The increased use of vehicles in the City of Carpinteria will add new vehicle miles traveled (VMT) within the air basin, thus furthering air quality deterioration and nonattainment of state and federal standards.

Vehicular air pollutants emitted currently and through the year 2000, can be quantified by multiplying the anticipated vehicular usage rates by the appropriate emission factors. Table 3-3 provides an estimate of the mobile source emissions based on these factors.

TABLE 3-3
CARPINTERIA MOBILE SOURCE EMISSIONS^a
(Tons/Day)

<u>Primary Pollutant</u>	<u>Mobile Source Emissions 1986^b</u>	<u>Mobile Source Emissions 2000^c</u>
CO	23.8	21.9
HC	2.1	2.2
NOx	3.8	3.7
SOx	0.4	0.6
Particulates	0.6	0.8

a Emission factors from South Coast Air Quality Management District, Air Quality Handbook for Environmental Impact Reports, December 1983.

b Based on 160,000 1985 average trips generated per day. Ten mile average trip length.

c Based on 224,000 2000 average trips generated per day. Ten mile average trip length.

As shown in Table 3-3, mobile source emissions of hydrocarbons (HC), sulfur oxides (SOx) and total suspended particulates (TSP) would increase as the City's population grows. Some declines in pollutant levels are anticipated as pollutant controls on vehicles become more widespread.

Construction activities will contribute primarily to the increase in total suspended particulates. These short-term airborne emissions result from dust generated during grading, clearing, earth moving and gravel on unpaved roadways. Although most of the airborne dust will settle near the construction site, the smaller, finer particles could remain in the atmosphere indefinitely, thereby adding to the existing particulate levels of the Carpinteria area.

3.4.1.5 Major Stationary Source Emissions

Stationary source emissions are also released into the atmosphere through natural gas combustion and at Santa Barbara County power plants. Power plant emissions are associated with any electrical requirements (power, lighting, etc.) that are anticipated for each proposed project under the Carpinteria General Plan.

Stationary source emission cannot be calculated on a citywide basis at this time. However, it is anticipated that natural gas combustion and power plant emissions will add to the cumulative emission load in the South Central Coast Air Basin.

3.4.1.6 Air Quality Attainment Plan

The County of Santa Barbara prepared and adopted an Air Quality Attainment Plan (AQAP) in 1979 as required by the federal Clean Air Act Amendment of 1977. The focus of the plan was the attainment and maintenance of the federal standards for ozone and carbon monoxide. The AQAP presented a strategy for the attainment of the federal ozone standards by 1987 and the federal 8-hour moving average standard for carbon monoxide by 1982.

The 1979 AQAP included provisions for a plan revision and update in 1982. The Air Quality Planning Office of the County Department of Regional Programs, with assistance from the County Air Pollution Control District and the Santa Barbara County-Cities Area Planning Council, prepared a revised AQAP in 1982. Upon adoption by the Board of Supervisors, this plan was submitted to the Air Resources Board and further submitted to the federal Environmental Protection Agency in response to clean air mandates. The 1982 AQAP is the most recent air management plan for Santa Barbara County.

Currently, Santa Barbara County is a nonattainment area for three criteria air contaminants: ozone, carbon monoxide and total suspended particulates.

3.4.2 Issues

Air quality issues applicable to the Carpinteria Planning area include:

- Ozone concentrations become higher from May through October. These concentrations are enhanced by seasonal climatic conditions in which wind patterns move onshore (westerly) during the day and offshore during the evenings. Repeated occurrences of these patterns, combined with seasonal thermal inversions, can cause ozone buildups exceeding state and federal standards.
- Many of the mobile source emissions are a direct result of automobile emissions. As Carpinteria grows, auto use is expected to increase, therefore threatening to reduce air quality.
- Oil-extraction activities present a potential threat to air quality. These activities include initial drilling, storage, processing and continued operation of wells and ancillary facilities.

3.4.3 Goals, Objectives and Policies

GOAL A

Carpinteria will conduct its planning and administrative activities so as to obtain the best possible air quality.

1. **OBJECTIVE:** Carpinteria will reduce stationary and mobile source emissions.

Policies

- 1.1 The City will not permit development that will significantly reduce air quality.
- 1.2 The City will require environmental review of all developments that are likely to produce significant air quality impacts, and will require mitigation of such impacts to a level of insignificance.

- 1.3 Carpinteria will cooperate in regional air quality plans, programs and enforcement measures.
- 1.4 Carpinteria will incorporate the relevant policies and strategies from the Air Quality Attainment Plan.
- 1.5 The City will reduce mobile source emissions related to vehicular traffic by encouraging carpooling, dial-a-ride and similar services and alternative modes of transportation.
- 1.6 The City will promote use of solar heating and energy efficient building design to reduce stationary source emissions.

3.5 BIOLOGICAL RESOURCES

3.5.1 Setting

3.5.1.1 Existing Conditions

Many biological resources exist within the planning area. These resources include flora and fauna and their habitats. The resources in this discussion include creeks, state and city beaches, Carpinteria bluffs, Butterfly trees in Salzgeber Meadow, rocky points/landforms, El Estero marshlands, wetlands at the Carpinteria reefs and kelp beds (Figure 3-4, Biological Resources).

The creeks in the Carpinteria planning area include Toro Canyon, Garapato, Arroyo Paredon, Santa Monica, Franklin and Rincon as well as Sutton and Gobernador creeks, which form the Carpinteria Creek.

These creeks provide habitats for many bird, animal and plant species and serve as major corridors for transportation of nutrients and sediments to wetlands and estuaries. They also play a critical role in providing sand for beach replenishment. Streams and creeks provide an environment for plant and animal species that cannot tolerate the arid conditions of the dominant chaparral environment. Riparian vegetation, including California bays (Umbellularia californica), willows (Salix spp.), big leaf maples (Acre macrophyllum) and sycamores (Plantanus racemosa), is found along many of the streams. Additionally, numerous water-loving organisms, including the Monterey Salamander (Ensatina) and the Pacific pond turtle (Clemmys marmorata), live within these stream environments.

Besides providing scenic pleasure, natural resources and a home for many forms of life, the creeks are also a source of great recreation and relaxation. With the designated recreation areas and trailways along the streams, city residents and visitors can enjoy a pleasant afternoon in a peaceful environment close to nature and wildlife.

Streams and creeks affect both the quantity and quality of local water supplies. Development and land use captivity within and adjacent to the watercourse have profound effects on stream hydrology, channel geometry and water quality.

Protection of streams requires regulation of land use within the immediate environment as well as control of land use in the larger watershed.

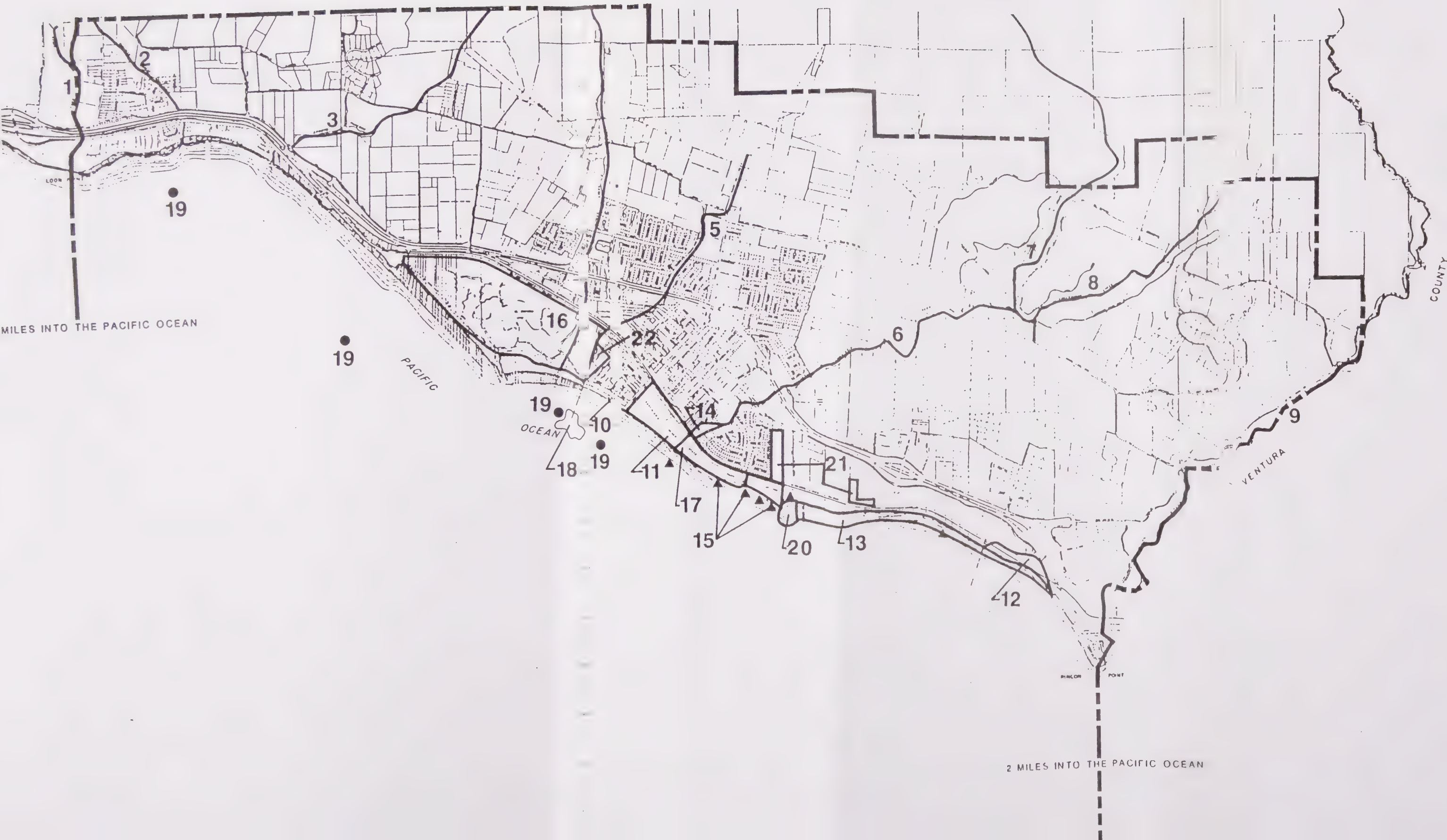
The Carpinteria state and city beaches are not only a unique environment, but also provide valuable resources. The beaches and shoreline provide recreation and scenic beauty to city residents and visitors. They are also important because the combined shoreline of the two beaches covers the entire southern boundary of the city, 2.5 miles, and is critical for maintaining sensitive habitat areas along the coast that support many forms of life, including some rare and endangered species.

The Carpinteria "bluffs" and intertidal area known as the harbor seal hauling grounds are a biological resource area. The bluffs are defined as the 84±-acre sea cliff at the eastern edge of the city, south of U.S. 101. The area is bordered on the west by Chevron Oil processing plant and on the east by an industrial park. In the undisturbed area of the bluffs, coastal sage scrub, tamarisk trees and eucalyptus trees remain, and provide food and shelter for rodents, their predators and a variety of birds.¹

The intertidal area of the bluffs is a hauling ground for the harbor seal. The area, sandy pocket beach, provides shelter for the seals to come ashore and rest. The area is one of five identified for such use from Gaviota to the Mexican border and is identified as an "Environmentally Sensitive Habitat" (ESH) by the City of Carpinteria.

Harbor seals have a life span of from 15 to 30 years, weigh up to 150 kilograms and average 1.5 to 2.0 meters in length. Population estimates of harbor seals along the California coast range from a minimum of 1,600 to a maximum of 2,500 individuals. Harbor seal hauling grounds are usually sandy beaches or rocky outcrops frequented by harbor seals. Studies indicate that nearby deep water, headlands that restrict lateral access, shelf-like offshore rocks and offshore kelp beds (used for feeding and rafting) are factors influencing selection of hauling grounds. Harbor seal hauling out appears to be regulated by the time of day, tidal fluctuations and human disturbances. Harbor seals do not haul out on beaches that are used heavily by the

1 Interface Planning and Counseling Corporation. Preliminary Final Environmental Impact on the Carpinteria Bluffs Area I Specific Plan. Santa Barbara, California. August 27, 1985.

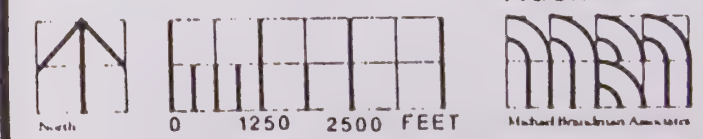


BIOLOGICAL RESOURCE LOCATIONS OF BIOLOGICAL RESOURCES

LEGEND:

- 1 TORO CANYON CREEK
- 2 GARAPATO CREEK
- 3 ARROYO PAREDON CREEK
- 4 SANTA MONICA CREEK
- 5 FRANKLIN CREEK
- 6 CARPINTERIA CREEK
- 7 SUTTON CREEK
- 8 GOBERNADOR CREEK
- 9 RINCON CREEK
- 10 CARPINTERIA CITY BEACH
- 11 CARPINTERIA BEACH STATE PARK
- 12 BLUFFS
- 13 HARBOR SEAL HAULING GROUNDS
- 14 SALZGEBER MEADOW
- 15 ROCKY POINTS (▲)
- 16 EL ESTERO MARSH
- 17 LAGOON AT CARPINTERIA CREEK HEAD
- 18 CARPINTERIA REEF
- 19 KELP BEDS (●)
- 20 TIDEPOOLS OF CARPINTERIA REEF
- 21 SIGNIFICANT TREES
- 22 EL ESTERO BUFFER AREA

CARPINTERIA GENERAL PLAN



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public. In fact, they have been known to entirely abandon hauling grounds because of excessive human activity. In some cases, however, harbor seals have adapted to minor disturbances, such as occasional beach walkers and noise of boats or aircraft.

In addition to the bluffs and hauling grounds, the Salzgeber Meadow, a wooded glen, is a sensitive habitat. The meadow is located on the eastern bank of Carpinteria Creek. Resources of the meadow include the riparian habitat of the creek and trees that offer seasonal habitats for the Monarch butterflies. Visitors to the state park and local residents have historically trespassed through this area to obtain access to the beach. This is a key parcel for the proposed extension of the Carpinteria Creek bike trail.

The trees in Salzgeber Meadow, near the head of the Carpinteria Creek at Carpinteria State Beach Park, perform a unique function each year. They serve as the fall and winter homes for thousands of Monarch butterflies. Tagging studies indicate that the Monarch butterfly (Danaus plexippus) migrates southward over long distances to escape the cold winters of the central and northern states. The Monarch butterflies' wintering grounds are areas within a coastal strip extending from Los Angeles to Monterey. These wintering grounds are roosting habitats consisting of a circular configuration of tall trees, usually eucalyptus, that are essential for the mating phase of the Monarch butterfly's life cycle. During the fall and winter months, the trees are used by massive numbers of Monarch butterflies as communal roosts. These winter clusters represent the most sensitive part of the Monarch's life cycle. Repopulation of the species depends upon the mating phase that occurs in these specialized habitats. Little is known about the behavior patterns and migration routes of the Monarch butterfly; therefore, this habitat is of important scientific, educational and general public interest.

The intertidal zone along the Carpinteria planning area is predominantly sand, interspersed with rocky areas. Previous biological surveys of these areas indicate that they dominated a biological community typical of other Southern California rocky zones. A description of a rocky intertidal area near the Chevron Carpinteria Pier is provided below:¹

1 Dames and Moore. Draft Environmental Impact Report: Proposed Petroleum Wastewater Discharge System. Santa Barbara, California. July, 1977.

"The site area is typical of Southern California rocky intertidal zones with the upper (splash zone) areas supporting a fauna consisting of barnacles (Balanus glandula and Chthamalus fissus) and limpets (Colisella digitalis and C. scabra). Progressing seaward, the mussel (Mytilus californianus) and gooseneck barnacles (Pollicipies polymerus), chitons (Mopalia sp.) and green algae (Enteromorpha/Ulva) become more abundant. The sabellid worm (Phragmatopoma californica), seastar (Pisaster ochraceus) and various red algae, (Gigartina spp., Gelidium coulteri and G. robustum) are present. Low intertidal areas are characterized by anemones (Anthopleura xanthogrammica), mussels (Mytilus californianus), tunicates (Aplidium californicum) and macrophytic algae including (Egregia menziesii, Gigartina canaliculata, and G. harveyana (= boryi). Various coralline algae, including Corallina officinalis (= chiloensis) and Bossiella orbigniana, are also common in the lower rocky intertidal zone.

To quantitatively characterize the mid and upper rocky intertidal areas, two transects with randomly placed 1/4-m² quadrants were completed by Dames & Moore (1977). Plates 10 and 11 show the locations of those transects and quadrats. The upper (splash zone) areas of the surveyed rocks are predominantly bare rock with varying numbers of mussels (Mytilus californianus), barnacles (Balanus glandula and Chthamalus fissus) and algae (Enteromorpha spp. and Ulva spp.) present. Lower rocky areas along the transect support some Phragmatopoma californica (a tube-building sabellid polychaete, Mytilus, and algae (including Egregia menziesii)."¹

A unique rocky formation is also identified as the Carpinteria Reef, discussed later in this section.

The El Estero Marsh is within the planning area of Carpinteria is a prime sensitive habitat and wetland that can potentially be affected by adjacent development. It is, therefore, an important consideration in the general plan to ensure its protection from adverse impacts that may occur with development in Carpinteria.

The El Estero Marsh is located immediately west of the City of Carpinteria. The wetland area is listed as a high priority wetland for protection by the California Department of Fish and Game (1974). Two endangered bird species, the lightfooted clapper rail and Belding's savanna sparrow, inhabit the marsh along with Cordylanthus maritimus, an endangered plant species. The University of California has recently purchased 120 acres of this 230-acre marsh for inclusion in its statewide natural land and water reserve system. Access to the marsh is restricted to

1 Dames and Moore. Draft Environmental Impact Report: Proposed Petroleum Wastewater Discharge System. Santa Barbara, California. July, 1977.

individuals and groups such as Natural History Museum personnel, Audubon bird watching groups and university researchers. Impacts on the marsh from urban and agricultural runoff, sedimentation, and mosquito abatement threaten its productivity.

In addition to the El Estero marsh, there are wetlands located at the mouth of Carpinteria Creek. Wetlands and their associated biotas (marshes, swamps, lagoons and sloughs) are extremely fertile and productive environments. They act as nurseries for many aquatic species and serve as feeding and nesting areas for many waterfowl including rare and endangered species. Tidal flushing from the ocean and nutrient-rich freshwater runoff mix to form a delicate balance that maintains the productivity of these environments. Of the state's shorebirds, 80 to 90 percent utilize wetland habitats while in California (Fish and Game, 1971). Furthermore, endangered and rare species are dependent on the coastal wetlands. Loss of 60 to 70 percent of California's wetland acreage since 1900 as a result of development, dredging, and siltation underscores the need to protect remaining wetland habitats. Development activities in upland watersheds and stream alteration pose the greatest threats to continued viability of wetland habitats due to toxic runoff and siltation. Direct impacts include dredging, mosquito abatement practices and flood control projects.

The Carpinteria reef located offshore at the extreme at the eastern edge of Carpinteria State Beach and extending 1 mile to the south presents the most diverse intertidal area on the mainland south of Point Arguello. For example, Elysia and Tigripus invertebrates, which are not often seen on the south coast, are found on the Carpinteria Reef. The reef is of high scientific and educational value and is sensitive to collecting pressures due to extensive recreational use. Carpinteria Reef is also a popular skin and scuba diving area. The California Department of Fish and Game considers this reef to be a favorite spear fishing spot for opaleye, halfmoon, sheephead, and pile perch.

The reef contains organisms from relatively large taxonomic groups that are absent in other areas. Additionally, some species uncommon on the south coast have been sighted in the Carpinteria Reef. These rocky points and intertidal areas provide habitats for a diversity of marine organisms that are adapted to harsh and changing environmental conditions, such as wave shock and moisture fluctuation. Direct

human disturbance, such as food traffic, collecting organisms or any sort of handling is very destructive to the existing biota. Adverse impacts on marine water quality also affect the biota that thrive on rocky points and intertidal areas. Destruction to the organisms at one rocky point decreases the probability of natural replacement of organisms at other points because of their biological interdependence.

The last biological resource to be described is kelp beds, which are located in isolated areas along the coast from Jalama to Carpinteria. The kelp beds are environments that include fish habitats and have importance for sport and commercial fishermen and biologists. They are highly sensitive to poor water quality from sewer outfalls, siltation ocean bottom disturbances, water temperature changes and overgrazing from marine invertebrates (such as the sea urchin) and fish. Some of these impacts have destroyed extensive kelp bed areas in Southern California coastal areas. Kelp harvesting affects the long-term survival and productivity of the beds and their inhabitants, and is a controversial issue. Kelp cutters are currently regulated by the California Department of Fish and Game, and the City does not permit the removal of seaweed in granted tidelands except for navigational or fishing purposes.¹

3.5.2 Issues

Carpinteria has a wealth of biological resources including flora and fauna that are terrestrial and marine in nature. The biological resources include the flora and fauna and their habitats. Both the biota and their habitats are susceptible to encroachment, damage or destruction by mankind and urban development. Therefore, the biological resources need management and protection for their continued existence.

1 Section 4137, City of Carpinteria Municipal Code.

3.5.3 Goals, Objectives and Policies

GOAL A

Carpinteria will protect biological resources from degradation and destruction and will, where feasible, restore biological areas degraded through development.

- 1 OBJECTIVE: Carpinteria will minimize the loss of biological resources through the identification of such areas and establishment of management programs.

Policies:

- 1.1 The City will ensure the protection of biological resources by implementing an open space and conservation management program that:
 - a. Provides for review procedures of development proposals in areas identified as biological resources (Figure 3-4, Biological Resources).
 - b. Identifies sensitive habitats and areas of use by rare and endangered species.
 - c. Sets guidelines for the priority of use and maintenance of such areas.
 - d. Provides for its periodic review and revision.
- 1.2 Sensitive habitats and areas used by rare and endangered species will be reserved from development and will be maintained as open space or passive recreational areas through the City's zoning designations.
- 1.3 All development proposals in the proximity of a sensitive habitat shall be subject to a site inspection by a qualified biologist to be selected jointly by the City and the applicant prior to project approval.
- 1.4 Upon the discovery of a biological resource not designated on the Biological Resource Map, it shall be inspected by a qualified biologist or geologist, as appropriate, and a report shall be prepared. Before any development can occur

in that area, the City shall review such report and mitigating measures and shall impose conditions necessary to achieve the goals and objectives of the General Plan.

- 1.5 Carpinteria will review all proposals for development in biological resource areas. Special consideration will be given to development of facilities that enhance the operation, enjoyment or maintenance of these areas.
- 1.6 Carpinteria will require future developments to specify the location of, and impacts related to, biological resources onsite, as well as for those nearest to the proposed development.
- 1.7 Carpinteria will define the means to avoid development on biological resource sites. These may include land purchase, tax relief, purchase of development rights or other methods. Where these measures are not feasible and development will adversely affect identified resources, adequate mitigation shall be required of the developer.
- 1.8 Activities other than development that could damage or destroy biological resource areas shall be prohibited.
- 1.9 Those biological resource areas suitable for development shall have priority as recreational or community facility zoning designations versus residential, commercial, industrial or other zone types. However, where residential or commercial development proposals incorporate such resources into the project, resulting in preservation of that feature, such proposals shall have equal priority for development as recreational or community facilities.

3.6 CULTURAL RESOURCES

Cultural resources provide links with the past through archaeological sites, historic buildings and other manifestations of previous eras. This section of the General Plan has been prepared to create a mechanism through which significant prehistoric and historic resources within the study area can be identified and preserved.

3.6.1 Setting

Cultural resources are those archaeological and historic features that contribute to the social and physical character of the Carpinteria planning area.

3.6.1.1 Archaeological Resources

Well-known archaeological resources of the City of Carpinteria include the asphalt deposits and shell midden areas in the vicinity of Carpinteria State Beach Park (Figure 3-5, Cultural Resources). These and other archaeological sites have been identified through the environmental review process.

At present, urbanization and public access appear to be the principal sources of destruction to archaeological sites. Direct threats posed by urbanization include residential and industrial construction activities; grading for roads and highways; construction of parking lots, airstrips, and railways; cattle grazing; water projects (eroding and burying sites); off-road vehicles; recreational developments; natural forces (water and wind); and the unauthorized collecting of artifacts.

One of the most significant indirect threats for the destruction of archaeological sites is public access. Vandalism has always been a source of destruction to sites, and its probability increases with access to areas of archaeological significance. Any increase in temporary or permanent population in the vicinity of a site through construction of housing projects, trailer parks, campgrounds or recreation areas increases the vulnerability of archaeological sites disturbance. Construction of public roads that provide access to areas of archaeological significance and publication of known site locations or areas of site density also can increase vandalism.

3.6.1.2 Historical Resources

There are numerous local sites of historic significance that could be considered for designation as a historical landmark, but the only designated historical landmarks in the city presently include the following (shown on Figure 3-5).

California State Landmark #535:	La Carpinteria (1769) two State Markers: 956 Maple Avenue and southeast of Carpinteria Creek bridge on Carpinteria Avenue (south side)
Carpinteria City Landmark #1:	Wardholme Torrey Pine, 5160 Carpinteria Avenue.
Carpinteria City Landmark #2:	Heath Ranch Park and Adobe, Eucalyptus Street.
Carpinteria City Landmark #3:	Site of Original Library, 892 Linden Avenue.
Carpinteria City Landmark #4:	Palm Trees on parkway between 7th and 8th Streets at corner of Linden and 7th Street.

3.6.2 Issues

Cultural resource issues that apply to the Carpinteria planning area are provided below:

- As increased urbanization erodes existing cultural resources environmental quality and community identity are also eroded. Preservation of archaeological sites is threatened by public access to those sites. Development in areas of historic or environmental value increase the vulnerability of these areas.

The following policies have been formulated to preserve Carpinteria's cultural resources.

3.6.3 Goals, Objectives and Policies

GOAL A

The City will preserve cultural resources, and promote their recognition as key elements of community identity.

CULTURAL RESOURCES

LEGEND

-  AREA OF ARCHEOLOGICAL RESOURCES
-  CALIFORNIA STATE LANDMARK #535
-  CARPINTERIA CITY LANDMARK #1
-  CARPINTERIA CITY LANDMARK #2
-  CARPINTERIA CITY LANDMARK #3
-  CARPINTERIA CITY LANDMARK #4



CARPINTERIA GENERAL PLAN

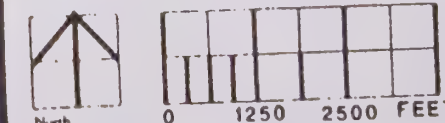


FIGURE 3-



Policies:

- 1.1 Carpinteria will review all proposals for development in or adjacent to cultural resource areas. Special consideration will be given to development of facilities that enhance the operation, enjoyment or maintenance of these areas.
- 1.2 Carpinteria will find a means to avoid development on important archaeological or historically valuable sites. Such measures include purchase, tax relief and purchase of development rights. Where these measures are not feasible and development will adversely affect identified archaeological or historical resources, adequate mitigation shall be required of the developer.
- 1.3 Activities other than development that could damage or destroy archaeological or historical areas, including unauthorized collecting of artifacts, shall be prohibited.

3.7 OPEN SPACE/SCENIC RESOURCES

With rapid urbanization reaching into rural areas, the provision of open space has become an increasingly significant consideration. Open space areas provide significant benefits to an organizing area, including: the protection of areas for natural resource production and agricultural development; the preservation of lands for habitat conservation, development of groundwater recharge and natural resource preserves; the protection of organized areas from natural hazards such as flood plains, geologic hazards, soil hazards and fire; and the use of reserve areas to provide recreational opportunities, to protect scenic and historic resources, and to provide a general sense of openness and space.

The Open Space/Scenic Resources section establishes the classifications of open space uses, the goals, objectives policies and programs for the development and enhancement of open space and scenic resources. The section includes discussion of views, recreational lands and parks, resource protection, conservation and preservation.

3.7.1 Setting

Carpinteria's coastal location opens visual and recreational opportunities not available to inland communities. In addition, the city and surrounding area is situated against the Santa Ynez mountain range that further contributes to the aesthetic appeal of the community. The creeks that are formed out of the hills and the wetlands that they feed are valuable as visual, recreational and open space areas. These and other resources are discussed further below.

3.7.1.1 Visual Resources

Preservation of views throughout Carpinteria aids in establishing community identity and promoting aesthetic appeal by giving visual access to landforms, urban forms and environments that are familiar to local residents and unique to the City. Carpinteria's streams, beaches, open spaces, foothills, agricultural lands, urbanized areas, landscapes and landforms are all potential objects of scenic views.

Looking north from a variety of places along the ocean shoreline, it is possible to follow the movement and pathway of the creeks within the Carpinteria planning area. The creeks provide "breaks" in the city's urban development providing both visual relief and recreational opportunities.

The view from surrounding areas looking into the city primarily features beaches and urbanized land of commercial, industrial, and residential uses. Views of open spaces in and around the city consist of the El Estero marshlands to the southwest, large parcels of vacant lands to the southeast and several other smaller lots scattered throughout the city.

The Carpinteria Valley is the largest prime agricultural resource in Santa Barbara County's coastal zone. The valley currently produces avocados, lemons and cut flowers. Within the city limits, agricultural land use is limited to an avocado orchard on the Barnard property at Casitas Pass Road and Highway 101, an abandoned lemon orchard on Sawyer Avenue, the recently planted gypsophila fields north of Eugenia Place and on the Reeder property and the combined open field agriculture and lemon orchards at Ogan Road and Linden Avenue. Only the Barnard and Reeder parcels are planned for continued long-term agricultural use. Views of agriculturally productive land, particularly in the foothills, can be seen from variety of locations.

Since the majority of Carpinteria is relatively flat, views can only be protected through monitoring the location, amount and height of development as well as signs, landscaping and extent of grading. Most of Carpinteria's views to the ocean, coastal bluffs and shores are either seen over existing roadways or undeveloped lands, particularly along the eastern coast. In general, views to existing parks are limited to local neighborhoods as seen from roads. Views to creeks vary at different locations but are threatened with obstruction by developments.

Responsibility for addressing visual resource considerations rests primarily with the City's Architectural Review Board (ARB) at this time. City Ordinance 201 requires that all projects other than single-family residences are reviewed by the ARB. The ordinance also establishes architectural review standards, which include landscaping, building scale and shape, colors, relationship of buildings to topography and provision of open space.

Other provisions for protecting visual and scenic qualities are contained in the Commercial Planned Development (CPD) zone (Ordinance No. 204). The Design Review (DR) zone and regulations for the use of signs (Ordinance No. 41) and the City's Subdivision Ordinance (No. 212). In both the CPD and subdivision ordinances, installation of utilities underground is required. In addition, the CPD ordinance sets forth specific sign requirements for all commercial uses.

3.7.1.2 Open Space

Carpinteria's open space includes parks, undeveloped property, El Estero (marsh) and agricultural areas (Figure 3-6, Open Space, Scenic Resources). There are approximately 90.2 acres of parks within the planning area, 29.8(±) acres within city limits and 60.4(±) within Santa Barbara County. These parks are fully described in Section 5.4.9.

In addition to parks, there are many areas of vacant and agricultural property. These areas are indicated in Figure 3-6 (Open Space and Scenic Resources). Vacant property primarily exists along the Carpinteria bluffs (eastern Carpinteria), the El Estero slough and as agricultural land in planning Subarea 6. These open space areas are resources that have aesthetic, biologic and economically productive value.

3.7.1.3 Restrictive Features

This classification identifies those areas that must be left as open space because of the hazards to public health that may be present. Severe environmental hazards identified within the health and safety hazards chapter will commonly be identified as open space, if there is no mitigation for reducing risks.

3.7.2 Issues

Issues related to open space and scenic resources within the Carpinteria planning area are as follows:

- Carpinteria is situated in a visually scenic area, as it is bordered on the north by the Santa Ynez Mountains and on the south by the Pacific Ocean. In addition, the current structural heights (of generally one to three stories) do not preclude views as seen from the foothills of the

OPEN SPACES/ SCENIC RESOURCES

LEGEND

RESTRICTIVE FEATURES:

BIOLOGICAL RESOURCE

UTILITY CORRIDOR, RIGHTS OF WAY

RAILROAD

OTHER OPEN SPACE :

UNDEVELOPED PARCELS

PARKS

AGRICULTURE

CEMETERY

GENERALIZED SLOPE STABILITY:

LOW NO VARIATION

LOW +1(MODERATE)--+2(HIGH)

HIGH -1(MODERATE)

PLANNING AREA BOUNDARY

CARPINTERIA GENERAL PLAN



FIGURE 3-1
Michael Brinkman Associates



mountains over the city to the ocean. Therefore, Carpinteria has the opportunity to maintain scenic corridors through the use of sensitive building and sign restrictions.

- Carpinteria has many open space areas that are beneficial to community health and that maintain community character and its environmental quality. For these reasons, the open space areas are valuable to the community and should be protected from unnecessary development and degradation.
- Some existing open space areas include potential man-made and environmental hazards (restrictive features). These areas should remain as open space for the protection of the community.
- Incompatible land uses reduce the quality of life for Carpinteria residents. Designating open space land between incompatible land uses may reduce the inconvenience, safety risks or nuisance that the community may incur related to the designation of these adjacent uses.

3.7.3 Goals, Objectives and Policies

GOAL A

Carpinteria will protect viewsheds of the City's open space and recreational areas, including but not limited to beaches, marshes, mountains, parks, land forms and urban forms.

1. OBJECTIVE: The City shall limit the amount, location and height of new construction in view corridors (areas between scenic view subjects and opportune viewing locations).

Policies:

- 1.1 Carpinteria will address views as a criterion for approval in all new development proposals in view corridor areas.

GOAL B

The City will preserve and enhance the quality of the community and the safety of its residents through the provision, enhancement and preservation of public and private open space.

2. OBJECTIVE: Carpinteria will improve overall environmental quality.

Policies:

- 2.1 Carpinteria will review all proposals for development in open space areas. Special consideration will be given to development of facilities that enhance the operation, enjoyment or maintenance of these areas.
- 2.2 Carpinteria will require future developments to specify the location of, and impacts related to, development of onsite open space areas, as well as for those nearest to the proposed development.
- 2.3 Activities other than development, which could damage or destroy open space areas, including off-road vehicle use and unauthorized collecting of artifacts, shall be prohibited.
- 2.4 Open space areas that are suitable for development shall have priority as open space, recreational or community facility zoning designations rather than residential, commercial, industrial or other zone types. However, where residential or commercial development proposals incorporate open space features into the project such proposals shall have equal priority for development as recreational or community facilities.
- 2.5 Portions of creeks within the planning area that are unsuitable for active recreational use should remain in open space for passive recreational uses; the City will encourage such retentions.
3. OBJECTIVE: Carpinteria will promote the safety of its community through the use of open space lands.

Policies:

- 3.1 Carpinteria will retain areas with restrictive features as open space.
- 3.2 Those areas of restrictive features related to hazards jeopardizing the health, safety and welfare of the community, shall remain in open space permanently, or until the hazard can be reduced to a level of insignificance.

4. OBJECTIVE: Carpinteria shall, where appropriate, use open space lands as buffers for noise and visual nuisances and as transitions between incompatible uses.

Policies:

- 4.1 Carpinteria will ensure the provision of open space: (a) adjacent to residential uses which abut industrial, commercial or manufacturing uses; (b) between residential areas and major roadways, railroad tracks and other noise sources; and (c) at City entrances as seen along major roads.
- 4.2 Residential uses north and south of the Santa Fe Southern Pacific Railroad shall be buffered with open space (trees or shrubs).

3.8 SUMMARY: ENVIRONMENTAL RESOURCES ELEMENT

This section provides a summary of development constraints that have been derived from the prior sections of the Environmental Resources Element. The section is discussed in terms of environmental and man-induced constraints.

The Land Use Constraints Map (Figure 3-2) provides a comprehensive illustration highlighting limits to urban development as a result of hazardous conditions or man-made limitations. Within these areas, development must be curtailed or restricted to protect the public health and safety. At a minimum, special design consideration must be devised to protect urban development within these areas.

3.8.1 Summary of Findings and Issues

This section is an overview of the environmental resources derived from the Environmental Resources Element. These resources are the "building blocks" with which the community develops, or changes, throughout the future. The summary provides a brief highlight of the findings, issues and constraints of each resource.

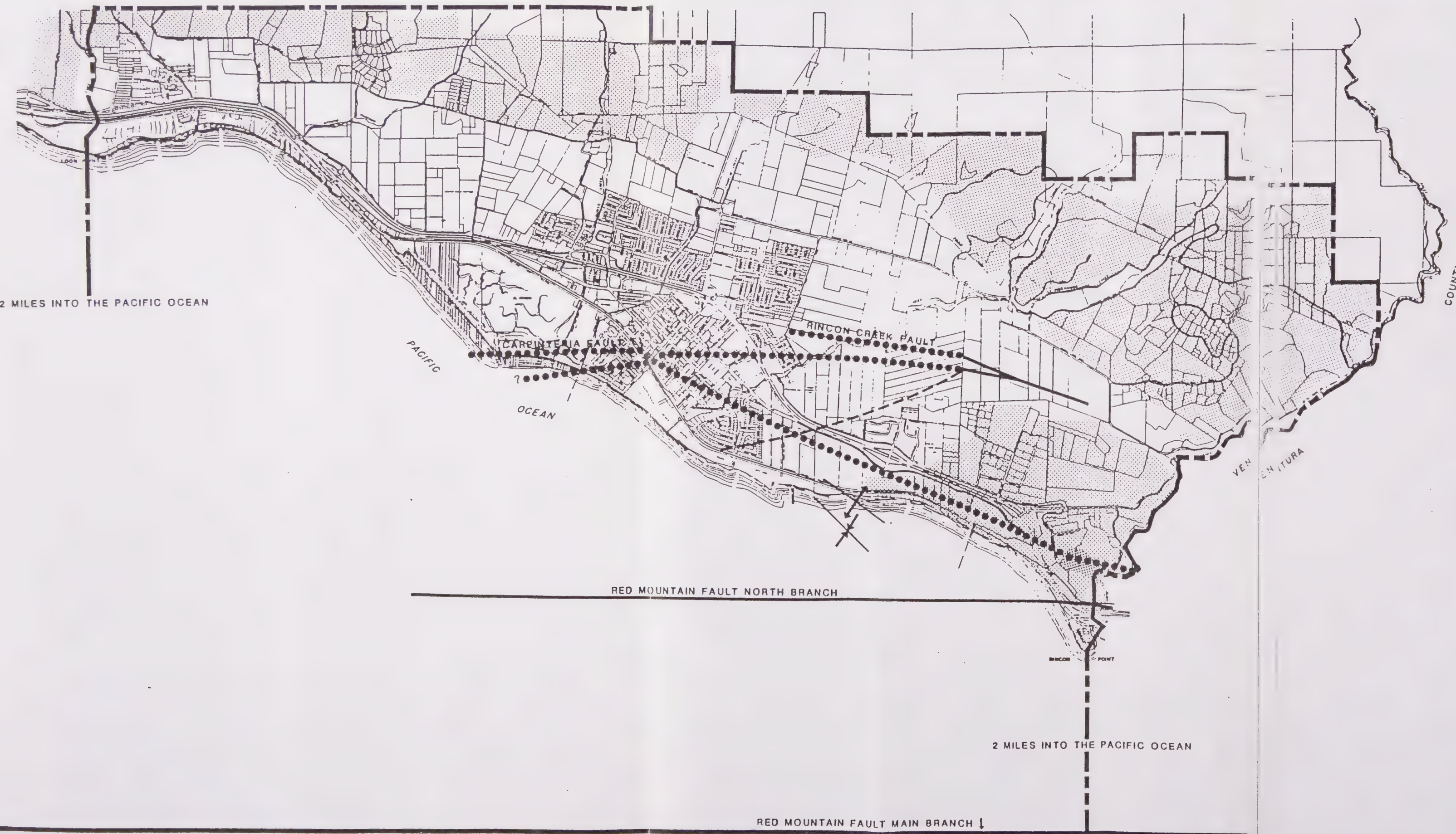
- Landforms: The combination of existing landforms, including mountains, creeks, marshes and beaches, contributes the overall picturesque setting of the Carpinteria planning area and create community identity. Since many of these features remain relatively undisturbed, the opportunity exists to maintain them in this state.
- Soils: A vast majority of the planning area is composed of prime agricultural soils, farmlands of statewide importance and unique farmlands (please refer to Figure 3-2, Land Use Constraints). These soils should be protected because they are a limited resource and are agriculturally valuable.
- Water Resources: Groundwater resources are extremely limited in the Carpinteria planning area, posing severe restrictions on the amount of community growth. Surface water appears intermittently in creeks, and remains relatively undisturbed (except for flood management).
- Air Resources: On the average, the planning area experiences good air quality and mild climate year-round. Carpinteria should continue its combined efforts with other communities in the region to protect continued good air quality.
- Biological Resources: Due to Carpinteria's coastal location, it has a variety of flora and fauna that are marine, terrestrial and intertidal. Among the uncommon biological resources of the area are the harbor seal hauling grounds, Salzgeber Meadow (with monarch butterfly trees), El Estero Marsh and the Carpinteria Reef. Each of these resources require careful protection and due to that protection, require limitations on urban development.

- Cultural Resources: The predominant cultural resources of the planning area include natural asphalt deposits and shell midden areas and state and city landmarks. These features are the symbols of the areas historical development and establish a sense of community pride. The potential exists to continue to protect these resources, and increasing them through increased community awareness.
- Open Space/Scenic Resources: The conservation of open space resources is a major contributor to a quality urban environment. Protection of the hillside areas and scenic vistas to the ocean are two examples of the most valuable visual resources within the study area. Incorporating design criteria into the General Plan within the urban design and land use sections of Chapter 5.0 will result in an urban environment that preserves a sense of space and emphasizes that value of open space.

The functional qualities of open space classifications must not be overlooked. Providing for carefully controlled production and preservation of agricultural resources by appropriate classifications is an important and necessary aspect of a comprehensive conservation program.

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GENERALIZED SLOPE STABILITY AND FAULT MAP

LEGEND

- CONCEALED FAULT
- KNOWN FAULT
- - - INFERRED FAULT
- ?●● LOCATION UNCERTAIN
- ⊥ AXIS OF ANTICLINE, DIRECTION OF PLUNGE
- ⊥ AXIS OF SYNCLINE, DIRECTION OF PLUNGE
- LOW NO VARIATION
- ▨ LOW +1(MODERATE) - +2(HIGH)
- ▩ HIGH -1(MODERATE)
- - - PLANNING AREA BOUNDARY

NOTE:
Slope stability locations are derived from the Santa Barbara County Comprehensive Plan. Fault locations are approximate.

CARPINTERIA GENERAL PLAN

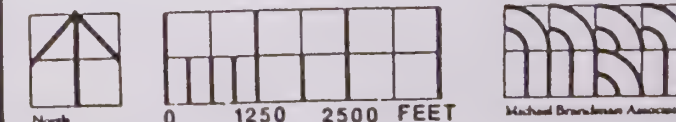


FIGURE 4-2

4.0 HEALTH AND SAFETY HAZARDS ELEMENT

4.1 INTRODUCTION

This chapter contains a description of those natural and man-induced environmental issues that may constitute certain levels of health and safety hazard to the public. In context of the General Plan document, this chapter complements the Environmental Resource chapter, completing Carpinteria's environmental baseline. In terms of function, this chapter identifies the constraints to urban development that must be considered within development strategy.

This chapter is divided into several sections:

- Section 4.1 Introduction
- Section 4.2 Geologic Hazards
- Section 4.3 Flood Hazards
- Section 4.4 Fire Hazards
- Section 4.5 Noise Hazards
- Section 4.6 Hazardous Materials
- Section 4.7 Summary: Health and Safety Hazards Element

As described in the following sections, natural hazards must be considered in planning the location, type, and density of development in Carpinteria. Faults, tsunamis, seiches, liquefaction, landslides, soil creep and subsidence are all related to primary and secondary seismic movement. Expansive soils, compressible or collapsible soils, high groundwater and shoreline regression can be attributed to flooding, but erosion is caused by forces opposite of those which cause flooding hazards. Each of these geologic and safety hazards are a constant threat to the property and health of residents in Carpinteria and the surrounding areas where they exist.

To combat the possible occurrence of these hazards and minimize the damage that may result, the Health and Safety Section includes goals, objectives and policies relating to safety measures and an emergency response plan. The City's police department, fire department, public utilities, and medical facilities all abide by specific policies to deal with the hazards. The City of Carpinteria also follows Santa Barbara County's Emergency Plan (revised in 1982) as a guide for preparing and responding to possible geologic and safety hazards.

4.2 GEOLOGIC HAZARDS

Annual losses of life and property damage because of geologic hazards in California are high. The California Division of Mines and Geology has estimated that total losses in the state will exceed \$32 billion between 1970 and the year 2000. It is impossible to prevent all of these losses, but it is the responsibility of the City of Carpinteria to analyze these hazards and to take prudent measures to reduce losses.

4.2.1 Setting

Carpinteria is subject to geologic hazards related primarily to earthquakes and secondary hazards, such as landslides and liquefaction. Earthquakes are caused by the release of energy that is stored within the earth and released as major sections of bedrock move. The majority of damage caused by this energy release occurs as a result of groundshaking.

4.2.1.1 Seismic Hazards

The City of Carpinteria is located in a seismically active region, in close proximity to several of the many active and potentially active earthquake faults in central California (see Figures 4-1 and 4-2, Regional Seismicity and General Slope Stability Fault Map, respectively). The Carpinteria Planning Area can be described as a tectonic trough, a downwarped basin or a synclinorium. The term synclinorium is particularly descriptive because it implies a series of smaller folds superimposed on a broad regional syncline. These folds are aligned subparallel to east/west trending faults with strike-slip, dip-slip and reverse movements.

The region has been one of the most seismically active areas in California during the last 200 years. Since 1812, four earthquakes of Richter magnitude 6 or greater have occurred (Proctor, 1973). Based on available records, the first recorded earthquake in the Santa Barbara region occurred on December 21, 1812.

Data from Heilman et al (1973) indicates that a 4.0 magnitude earthquake may occur approximately every 10 years, a 5.0 magnitude earthquake every 100 years, and a 6 magnitude earthquake every 1,000 years. Earthquakes of magnitude 7.5 have occurred in the Santa Barbara Channel area in the past and may represent the maximum level earthquake that would occur.

Secondary or sympathetic faulting and reactivation of older faults within an area of high seismicity may occur in connection with moderate-to-great earthquakes. Even though faults may not be the primary earthquake faults, ground rupture from an earthquake generated on some other nearby fault can still occur on these faults.

Strong shaking from earthquakes generated on local faults should be expected in the Carpinteria area. Most local active faults are capable of producing earthquakes of 6.0 magnitude and greater, and delivering ground accelerations up to 0.7 g.¹

The State of California designates active faults capable of surface rupture, and these are delineated in special study zones per the Alquist-Priolo Special Studies Zones Act of 1974.² The purpose of this act is to prohibit the location of most structures for human occupancy across the traces of active faults and to thereby mitigate the hazard of fault-rupture.³

Active Faults

There are three potentially active earthquake faults that cross within city limits as discussed below.

- The Carpinteria fault parallels the shore for 3 miles southeast of Carpinteria and intersects the coast; it is aligned with the Mesa fault at Santa Barbara to the west. This fault forms the south boundary of the Carpinteria Basin. A minimum of 3,000 feet of late Pliocene to Pleistocene sediments are down-dropped against Miocene sediments on the south side (Dibblee, 1966). Older Quaternary alluvium consisting of loosely consolidated sand is displaced along the fault.
- The Red Mountain fault has a sinuous, generally east/west trace for 13 miles along the south side of Red Mountain and Rincon Mountain (Putnam, 1942). Jennings (1972) indicates that the Red Mountain fault extends west for 25 miles beneath the ocean south of Santa Barbara. The north side of the fault is upthrown with about 20,000 feet of displacement (Stewart, 1943).

1 Proctor, R.J. Map of Major Earthquakes and Recently Active Faults in the Southern California Regional Association of Engineering Geologists Special Publication in Geology, Seismicity, and Environmental Impact, D.E. Moran, et al., eds., University Publishers. Los Angeles, California 1973.

2 Hart, E.W. Fault-Rupture Hazard Zones in California; California Division of Mines and Geology, Special Publication 42, Revised March 1980.

3 Ibid.

Displaced Pleistocene marine terraces and arched Ventura River terraces indicate geologically recent movement (Putnam, 1942), and Jennings (1972) shows Quaternary rocks displaced along the Red Mountain fault. Based on comparison of elevations across the Red Mountain fault in 1957 and 1971, Willott (1972) determined 1.3 to 2.0 cm of displacement, the north block having moved up. A magnitude 6.0 earthquake that occurred in 1941 (California Department of Water Resources, 1964) may have been situated on the offshore extension of the Red Mountain fault (Sylvester, 1970).

- The Rincon Creek fault extends east from the coast near Sand Point in the Carpinteria area into Ventura County. According to Jennings and Strand (1969), the eastern end intersects the Red Mountain fault 12 miles east-southeast of Santa Barbara County. The Rincon Creek fault is aligned with the Mesa fault which intersects the coast at Santa Barbara nine miles to the west. Analysis of subsurface data revealed the position of the fault and 3000 to 5000 feet of displacement (Lian, 1952). Pleistocene terrace deposits are displaced along the fault, the south block having moved up. Jennings' (1972) map is too small a scale to differentiate the Rincon Creek fault and the Carpinteria fault one-half mile to the south; he combines these two faults into the Carpinteria fault and indicates that the fault has had Quaternary displacement.

Potentially Active Faults

In addition to these three faults, there are three other major faults in the Carpinteria area that deserve mention because of their potential for adverse seismic activity. The following are considered active earthquake faults:

- The Mesa fault trends from its intersection with the More Ranch-Mission Ridge fault 4 miles southeast to the ocean. The Mesa fault may continue onshore to the east as the Carpinteria or Rincon Creek fault. Cross sections prepared by Dibblee (1966) indicate 600 feet vertical displacement of Pleistocene conglomerate and 2,500 feet vertical displacement of late Pliocene to Pleistocene sediments.

The northeast facing cliff of the mesa is considered to represent the fault scarp eroded southward from the fault trace by Mission Creek (Olsen, 1972). The fault is covered by alluvium, but the location mapped by Dibblee (1966) has been essentially verified along the southeast segment of the fault by gravity profiles over the fault (Olsen 1972). The trace of the fault is less well defined along the westerly part and gravity profiles are more subdued and flattened out. The trace in the southeastern part of Santa Barbara is defined by historic hot springs, an anomalous "mound" and a possible scarp (Olsen, 1972). Many features suggest tectonic creep; however, cracks in roadways, "push outs" in sidewalks and steps and disrupted concrete parking areas are not necessarily continuous. Proof of tectonic creep, however, requires more observations (Olsen, 1972): but there appears to be sufficient evidence to arouse suspicion that the fault is active and worthy of additional study.

According to Willott (1972), 2.1 cm of vertical movement occurred across the fault along a level line surveyed in 1959 and 1970, and Jennings (1972) indicates Quaternary displacement along the Mesa fault.

In 1925, a magnitude 6.3 earthquake occurred beneath the ocean about 10 miles south/southwest of Santa Barbara (California Department of Water Resources, 1964). Willis (1925) suggested that the earthquake occurred on the Mesa fault; this would require a shallow dip on the Mesa fault. Hill (1932) questioned Willis' hypothesis because of the relatively steep surface dip of the fault. Jennings' (1972) map suggests that movement on the offshore continuation of the Oak Ridge fault of Ventura County is more likely to have caused this earthquake. According to Charles Richter (personal communication, 1974), because of the inadequate seismograph records, the epicenter may easily be in error by 10 miles; he prefers an origin on the More Ranch fault and perhaps the Mission Ridge fault.

- The Santa Ynez fault trends east/west 75 miles from its intersection with the Agua Blanca thrust fault in eastern Ventura County to Gaviota Pass in western Santa Barbara County. At Gaviota Pass, the Santa Ynez fault splits into a south branch that intersects the coast 7 miles to the southwest, and a north branch that continues 7 miles further west. The fault system is characterized as a high angle, oblique slip fault with considerable left lateral slip. Along most of its course the Santa Ynez fault marks the base of the steep north-facing escarpment of the Santa Ynez Range; the south block of the fault has been uplifted to form the mountain range.

Recent horizontal movement is indicated by displacement of stream courses of a few hundred feet to three miles (Dibblee, 1966) and possible offset of Pleistocene terrace deposits (Page et al., 1951). According to Arthur G. Sylvester (personal communication in Sage, 1972), scarps and sagponds occur along the Santa Ynez fault north of Carpinteria. Jennings (1972) indicates that Quaternary displacement has occurred over the entire length of the Santa Ynez fault.

A magnitude 7.5 earthquake occurred off of Point Arguello in 1927; Hamilton et al. (1969) has suggested that the earthquake occurred on a western extension of the Santa Ynez fault. This epicenter is aligned with the Pacifico fault (California Department of Water Resources, 1964), which is a member of the Santa Ynez fault zone. Willott (1972) has compared elevations determined in 1957 and 1971 along a traverse across the south branch of the Santa Ynez fault and reports 0.8 cm displacement.

In addition to these two local, active faults, the City of Carpinteria is affected by the San Andreas Fault. The fault is the major historically active fault in California, extends over 600 miles (1,000 km) from around the Salton Sea area northwestward to the Pacific Ocean near Point Arena. Although at its closest point the trace of the San Andreas fault is located 7 miles from the sparsely populated northeast corner of Santa Barbara County, a major earthquake on the southern segment of the San Andreas fault would subject the county (especially the Cuyama Valley) to severe

ground accelerations. Two of the three largest (Richter magnitude 8 or greater) historic earthquakes in California have occurred along the San Andreas fault; these were the 1906 San Francisco earthquake and the lesser known 1857 Fort Tejon earthquake.

According to Olsen (1972), virtually every house in Santa Barbara was damaged by the 1857 Fort Tejon earthquake. Thompson and West (1883) state that many houses in Santa Barbara were damaged by cracks in adobe walls, rocks rolled down hills, and water spilled out of the mission reservoir.

Wallace (1968) has suggested that many of the 30-foot offsets of stream channels along this segment of the San Andreas fault may have formed during the 1857 earthquake. By comparison, the maximum horizontal displacement during the magnitude 8.3 1906 San Francisco earthquake was 21 feet. Therefore, the horizontal displacement suggests that the Richter magnitude of the 1857 earthquake was at least as great as the 1906 San Francisco earthquake, or magnitude 8.3(+).

The San Andreas fault has been extensively studied and considerable data on the offset of geologic units along the fault are available. Hill and Dibblee (1953) were the first to propose the concept of cumulative horizontal slip of hundreds of miles on the San Andreas fault as a result of incremental fault displacement during earthquakes. In a more recent analysis, Huffman (1972) presented data that indicate that the average slip rate for the past 10 million years has been about 3cm/year in the central coast ranges. This is consistent with geodetic data indicating current relative motion of $3.2(\pm 0.5)$ cm/year in the same area (Savage and Burford, 1973).

For a slip rate of 3 cm/year and a maximum displacement of about 30 feet (900 cm) during the 1857 Fort Tejon earthquake, a recurrence interval of 300 years is indicated. Wallace (1970) has estimated that recurrence intervals calculated for the San Andreas are probably incorrect by at least a factor of 2; thus, the recurrence interval may be between about 150 and 600 years.

4.2.1.2 Historic Earthquake Activity

The region has been one of the most seismically active areas in California during the last 200 years. Since 1812, four earthquakes of Richter magnitude 6.0 or greater

have occurred (Proctor, 1973). Based on available records, the first recorded earthquake in the Santa Barbara region occurred on December 21, 1812. This and seven other important historical earthquakes in the vicinity of Santa Barbara are listed in Table 4-1.

4.2.1.3 Earthquake-Related Risks

In addition to the geologic faulting that occurs during seismic activity, there are several other related hazards that may result from an earthquake. The secondary seismic hazards that are likely to affect Carpinteria include tsunamis, seiches, liquefaction, landslides and slope instability.

Tsunamis

Tsunamis are sea waves—sometimes erroneously referred to as tidal waves—that are caused by submarine or coastline earthquakes. These are relatively low and harmless in the open ocean, but can reach substantial heights when they approach shallow water depths near shore. They can travel hundreds and even thousands of miles and maintain enough energy to be destructive.

Risk from a tsunami (seismic sea wave) to installations and developments on or near the coast of Santa Barbara County undoubtedly exists, and must be considered in prudent planning. However, extreme precautions are not justified based on what is known of such occurrences on this coast.

Effects of tsunami waves due to distant earthquakes have been limited to a rise of a few feet, sufficient at worst to swamp or damage small craft. Waves during local storms, or the high surf generated by winds originating in storm centers far out in the Pacific present a more serious and more frequent hazard.

On many coasts, tsunami are occasionally observed associated with moderately large, nearshore earthquakes. Although these are limited and local events, compared with the great seismic sea waves that sweep over the ocean, they may present a serious local risk.

TABLE 4-1

MAJOR AND INTERMEDIATE HISTORIC EARTHQUAKES IN THE CARPINTERIA VICINITY

<u>Date</u>	<u>Modified Mercalli Intensity (MM) or Richter Magnitude (M)</u>	<u>Epicenter Location</u>	<u>Description</u>
December 1812	X(?) MM 7.5± M believed to be one of California's largest historical earthquakes.	Santa Barbara Channel. Tsunami waves of perhaps up to 15m, inland flow in some canyons up to 1 km.	Destroyed Mission La Purisima (near Lompoc). Severely damaged other missions in 150 km radius.
July to December 1904	VIII to IX MM at Los Alamos (50 km northwest of Santa Barbara).	Undetermined (at least 3 earthquakes of VIII MM felt at Los Alamos).	Widespread swarm of earthquakes totally destroyed Los Alamos and drove entire population away.
June 1925	6.3 M	Not well located. Believed to be in the Santa Barbara Channel.	Estimated damages from \$6 to \$20 million in Santa Barbara vicinity with 13 fatalities.
June 1926	VIII MM	Undetermined.	Aftershock (?) exactly 1 year after the 1925 earthquake. Moderate damage; one fatality.
November 1927	7.3 M	Submarine fault west of Pt. Arguello. Tsunami wave 1.5 to 2.5 m high near Pt. Arguello.	Slight damage.
June 1941	6.0 M	Approximately 10 km southwest of Santa Barbara.	Estimated \$100,000 damage to Santa Barbara vicinity.
June to August 1968	Swarm of 66 earthquakes greater than 1.5m, maximum 5.2m.	East-central part of Santa Barbara Channel.	Estimated \$12,000 damage in Santa Barbara caused by 3 earthquakes greater than 4.2 M.
February 1973	6.0 M	Pt. Mugu.	Estimated damage \$1 million; some major structural damage in Oxnard.

Source: Proposed Public Recreation Pier EIR for the City of Carpinteria, March 1985.

On the Southern California coast, we know of two events of this kind. On November 4, 1927, a major earthquake originated off the coast opposite Point Arguello. The shaking on shore was noteworthy, there was damage at Lompoc, and the tracks of the coastal route of the Southern Pacific Railroad were so disturbed that train service was interrupted until repairs could be completed. A true tsunami of relatively small amplitude occurred; it was recorded on tide gages as far west as Hawaii, and reached heights of 6 feet above mean tide level on the west coasts of Santa Barbara and San Luis Obispo counties.

On December 21, 1812, an earthquake damaged several of the California missions from San Fernando to Purisima (near Lompoc). The reports of waves generated by this seismic event were recorded along the coast of the Santa Barbara Channel.

Carpinteria is one of five major areas along the Santa Barbara Coast that could be subjected to inundation by a tsunami if an earthquake were to occur offshore. (Please refer to Figure 7-2 in Appendix 7.4.2 for a map of tsunami and seiche inundation areas.) Several other areas, principally at the mouths of major streams, would also be susceptible to inundation. These are located in lowland areas along the coast.

When planning coastal installations and developments, it is recommended that a 10-foot high sea wave be considered and that a conservative contour elevation of 40 feet be used as a basis for establishing the tsunami risk limit. This elevation is somewhat arbitrary and considers the possible limits of runup in lowland--gentle sloping areas. It does not mean that a high level of destruction would necessarily result below that elevation. Areas lying below the 10-foot contour would be most susceptible to inundation and damage.

Where steep bluffs 15 feet high or more are exposed to the ocean along the coast, a tsunami threat is not considered serious. These bluffs would act similar to sea walls and would reflect the anticipated maximum 10-foot high sea waves. On the other hand, because of the channeling effect created at some areas where high promontories and narrow constricted entry channels are present, inundation due to runup could be substantial.

Deciding what precautions to take regarding tsunamis is difficult because the degree of hazard is difficult to ascertain and (even more) because of the very low and unknown frequency of occurrence. Since the recurrence interval for a substantial tsunami is probably greater than the life of structures, and considering the value of coastline property, prohibition of building for this reason does not appear justified. The loss of life factor is of more concern. For earthquakes that occur some distance away, there would be sufficient warning for residents to evacuate. A local earthquake, with an epicenter in the Channel or near offshore islands could reduce the warning time. Aside from the fact that much of the low level shoreline is already developed, a large number of people would frequently occupy the beach even if there were few buildings. A tsunami occurring at high tide under storm or high wind conditions would be the most critical.

Seiches

Seiches are waves that are generated in an inland body of water by earthquakes. Seiches can affect bodies of water as small as swimming pools, but normally would be likely to cause major damage only to developed areas surrounding large lakes. In addition to small waves initiated by groundshaking that might affect the local shoreline, larger waves can be generated by large landslides triggered by an earthquake. These waves could overtop a dam and cause serious damage to property lying downstream. Although there are several lakes in the county (some with recreational facilities surrounding the lake), they are not in proximity to the City of Carpinteria; therefore, the potential risk to local safety is minimal.

Liquefaction

Liquefaction is the almost complete loss of strength of saturated sandy soil accompanying groundshaking during an earthquake. Seismic shock waves in saturated, granular soil can cause a reduction in the pore space between the sand grains. This transfers the intergranular load to the pore water and results in a temporary loss of strength. On relatively level ground this may cause the water to rise to the ground surface, usually carrying sand with it and forming sand "boils", which are familiar features where liquefaction occurs as a result of strong ground motion. On sloping, ground liquefaction will usually result in slope failure such as occurred at the Sheffield Dam in the 1925 Santa Barbara earthquake.

The Carpinteria coastal area may be potentially most susceptible to liquefaction due to a high groundwater table. (Please refer to Figure 7-3 in Appendix 7.4.2 for a map of potential liquefaction hazards.) A moderate rating of liquefaction potential has been defined based on the probable depth to groundwater, probable earthquake intensity and duration, and probable soil characteristics.¹

It has only been recently that testing and analysis for liquefaction has been done (and it is still not common), so there are essentially little or no data for evaluation of the problem. More information is needed regarding the soil and groundwater conditions before a determination of the liquefaction potential can be made for any particular area or site.

Although there is no historic evidence of liquefaction in Santa Barbara County, one of the areas considered to be potentially most susceptible to liquefaction is a section of Carpinteria just south of the U.S. 101 Highway.

In connection with buildings, the resulting low shear strength and volume reduction can cause extreme settlements or even overturning of structures supported on such soils. Damage from liquefaction in the United States was usually overlooked or not considered. It was not until this condition occurred near the Van Norman dam during the San Fernando earthquake of 1971 that real concern about liquefaction increased dramatically in California.

Data regarding grain size and density are lacking, so the potential for liquefaction based on these criteria cannot be reliably determined. Therefore, it was assumed that the soil conditions were moderately conducive to liquefaction where sediments were located below a shallow groundwater table.

Landslides/Slope Stability

One of the major problems in hillside construction is slope stability. Much of area surrounding Carpinteria is mountainous or hilly with variable and complex geologic conditions; thus, slope stability can be a problem in areas of potential urban

1 Moore and Taber. Santa Barbara County Seismic Safety Element. July, 1974.

development. Although landslide and slope stability hazards can be minimized through standard engineering techniques, in areas of severe slope stability problems, prevention or correction of landslides can be prohibitively expensive. These problem areas would be prime candidates to be left undeveloped and designated to remain natural open space.

The stability of slopes is complex function of the height and steepness of slopes, the inherent strength of the basic material underlying the slopes, and the presence and orientation of geologic planes of weakness such as bedding, joints and faults. The surface and subsurface moisture conditions, weathering and temporal effects are also important factors in determining slope stability.

The past record of slope stability or instability is helpful in determining future stability. Unstable land can be made stable, and stable land can be made unstable, depending on the amount and type of grading. Depending on the exact nature of the problem, slope stability problems or landslides can often be corrected or stabilized by remedial grading involving techniques such as flattening existing slopes, constructing compacted fill shear keys, buttresses or stability blankets, or removing the landslide mass entirely. However, a substantial amount of analysis and engineering design must be done in such cases. This, coupled with the cost of the remedial grading, can make safe development of an existing landslide or potentially unstable hillside area a very expensive operation.

As identified by stereographic aerial photographs, landslides may appear as uneven mounds or terraces on a hillside, often with steep escarpments at their head, and the surface of the slide may have a disturbed, hummocky appearance. Drainage courses may be disrupted and local areas of ponding may be present. It is also possible that some slides were not detected by this method because they were subtle features, and many are too small to be detected or mapped at the scale used.

4.2.1.4 Soil Hazards

The soil hazards existing in Carpinteria include expansive soils, compressible and collapsible soils, soil creep and subsidence.

Expansive Soils

Expansive soils cause problems because they contain clay minerals that swell when the moisture content increases and shrink when the moisture decreases. Such soils are usually described as "adobe," and form ground cracks when they are allowed to dry out. The volume changes resulting from variable moisture conditions can cause movement and cracking of structures built on expansive soils. Soils beneath concrete floor slabs tend to increase in moisture content, thus causing heave. Soils under raised floors tend to dry out and shrink, causing settlement of the structure.

Expansive soils are very common in Southern California and damage to structures is very widespread. Because some of the symptoms listed below are also typical of settlement or landsliding, a thorough investigation is sometimes required to determine the basic cause of distress.

The effects of expansive soils can be largely alleviated by proper design, construction and grading procedures without excessive cost. The distribution of expansive soils is generally erratic even in very local areas, and any future grading could change the site conditions and distribution of soil. For these reasons, expansive soils are considered to be less critical than many other geologic or soil problems in land use planning.

Expansive soils are often associated with those geologic units which also exhibit poor to marginal stability characteristics. In particular, expansive soils on or adjacent to slopes tend to cause creep which can be more difficult to control than the effects of expansive soils on flat ground. Geologic formations that are most often associated with expansive soil problems because of the soils derived from them are the Rincon and Monterey. The Rincon siltstone and claystone and residual or transported soils associated with this formation are considered to be some of the most expansive in Southern California. Structures located in them usually require special consideration in design (reinforcement), moisture control, and drainage to minimize the effects of expansive soil. The general location of these materials and knowledge of their expansive qualities is important in any proposed development.

Data regarding expansive soil characteristics and distribution in the city and adjacent areas were obtained from the Soil Conservation Service. Expansive soil

potential is one of the several soil characteristics used to differentiate and to classify the soil types.

Expansive soils are fairly common throughout Santa Barbara County and are present in areas of Carpinteria, such as in the foothills. (Please refer to Figure 7-4 in Appendix 7.4.2 for a map of expansive soils.)

Compressible and collapsible soils can cause settlement and damage to structures unless adequate precautions are taken.

Compressible Soils

Compressible soils are fine-grained, cohesive soils of low strength that consolidate and cause settlement when surcharged with fill or structure loads, particularly when saturated. Settlement of soil under load occurs slowly and may continue, although at a diminishing rate, for a number of years.

Compressible soils usually result from deposition in swampy, marshy environments, often in estuaries and sloughs. Since they are frequently associated with organic matter, and even include organic matter such as peat, they are commonly dark in color. Compressible soils are not particularly common in Santa Barbara County. However, several large areas of compressible soils exist along the South Coast, including the Carpinteria slough. (Please refer to Figure 7-5 in Appendix 7.4.2 for a map of compressible soils.)

Collapsible Soils

Collapsible soils are low-density, fine-grained, dominantly granular soils, usually with minute pores and voids. When these soils become saturated with water, they undergo a rearrangement of their grains, resulting in substantial and rapid settlement under relatively low loads. Therefore, such soils are extremely sensitive to an increase in moisture content caused either by a rise in the groundwater table or by increased surface water infiltration.

Collapsible soils are generally light in color, often reddish-brown, due to oxidation caused by free movement of air and moisture through the pores. Collapsible soils

generally result from rapid deposition close to the source of the sediment where the material has not been reworked or had contact with enough moisture to form a compact soil.

Soil Creep

Soil creep is the slow downslope movement of surficial soils. It involves clayey soils and is largely due to the volume changes from cyclic wetting and drying. Although it can be a serious problem, it usually occurs on slopes or within a few feet of the top of them, so that most structures are protected by the required building setbacks. During periods of heavy and prolonged rains, the soils may become saturated and slump—a small, shallow form of landslide involving only the upper few feet of surficial material.

Just as highly expansive soils can be related to particular geologic formations, similarly, areas susceptible to creep because of the presence of expansive soils can also be related to the same geologic formations. The Rincon and Monterey Formations form a black thick clay soil profile (adobe) that is subject to creep. Particularly good examples of creep and shallow slumps in the Rincon and Monterey Formations can be seen in the grassy foothills near the city. (Please refer to Figure 7-6 in Appendix 7.4.2 for a map of soil creep potential.)

Subsidence

Despite inquiries to responsible agencies, no evidence of significant subsidence or problems related to subsidence in Carpinteria were uncovered. However, no precise level lines or surveys have been measured in oil, gas or water producing areas in Santa Barbara County. Subsidence could be occurring in these areas, but if so, it is not significant since no problems have been reported. Establishment of a grid base and precise level surveys would be needed to determine subsidence.

Subsidence can occur due to the withdrawal of fluids (water, oil or natural gas) and should be differentiated from settlement caused by consolidation of compressible or collapsible soils. Subsidence tends to cover broad areas, and the magnitude of movement can be quite large. Subsidence usually occurs over such a wide area that it tends to be uniform and nondifferential within areas covered by a single

structure. However, long, continuous structures (aqueducts, roads, utility lines) may be subject to damage. Subsidence-related damage to oil, gas or water wells can occur due to horizontal movement at depth, and in coastal lowlands an overall lowering of the ground elevation can produce flooding.

The surest way to prevent subsidence is to halt fluid withdrawal in areas where it could create problems, or to maintain or restore pressure by injection of a different fluid. Groundwater recharge programs to replenish underground water supply have been successfully used to offset subsidence associated with freshwater withdrawal. Closely controlled fluid injection into depleted oil or gas producing zones has had similar success in reducing subsidence.

4.2.2 Issues

Given that certain seismic hazards exist in Carpinteria, it is necessary to decide whether these risks are acceptable or whether action is required to minimize them. The Council on Intergovernmental Relations (CIR) currently performed by the California Office of Planning and Research, defines:

1. Acceptable Risk: The level of risk below which no specific action by government is deemed to be necessary.
2. Unacceptable Risk: The level of risk above which specific action by government is deemed to be necessary to protect life and property.
3. Avoidable Risk: A risk that need not be taken because individual or public goals can be achieved at the same, or less, total "cost" by other means without taking the risk.

The determination of "acceptable" or "nonacceptable" levels of risk for land use must be decided by each community. However, it is essential that emergency public facilities, such as hospitals and police stations, remain operational in the event of an emergency. Deciding which types of facilities are to be considered critical and noncritical is part of the public decision on acceptable risk. Table 4-2 presents the recommended categorization of buildings:

TABLE 4-2

TAXONOMY OF FACILITIES

<u>Category</u>	<u>Facility/Activity</u>
Critical Facilities	Hospital, fire stations, police stations, civil defense headquarters, gas, electric, water "lifelines," ambulance services, emergency broadcast services, and power plants.
Noncritical Facilities	All facilities not listed above.

4.2.3 Goals, Objectives and Policies

GOAL A

Carpinteria will minimize life and property loss related to man-made and environmental hazards, including earthquakes, liquefaction, subsidence, landslides, expansive soils, soil creep, and other geologic events, fire, flooding, tsunamis, social disruption and chemical hazards.

1. OBJECTIVE: Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from seismic activity through incorporating seismic considerations in the planning and development process.

Policies:

- 1.1 Carpinteria will minimize construction of residential, hospital and other intensely urbanized uses in areas of known geologic or seismic hazards.
- 1.2 Potentially hazardous seismic areas will be placed in low-density or open space zoning categories (i.e., agricultural zoning and recreational zoning).
- 1.3 Uniform Building Code provisions regarding lateral forces (Chapter 23) and grading (Chapter 70) will be adopted. The City will incorporate the following seismic safety considerations into its building code:

1. Require a geologic study for all development occurring near active faults or in areas with high potential for ground lurching, liquefaction, slope failure or seiches.
 2. Incorporate design standards to insure the structural integrity of buildings in the event of seismic activity.
 3. Establish a seismic hazards review procedure.
-
- 1.4 Subdivision and other development permit applications will be reviewed to ensure safety from seismic and geologic hazards, including liquefaction areas and groundshaking zones.
 - 1.5 City, county and special district capital improvement plans will be reviewed for consistency with the seismic safety policies governing the location of critical public facilities.
 - 1.6 Critical city-owned and maintained public facilities will be inspected annually for structural integrity and corrected as necessary. The City will encourage annual inspection of public facilities owned by and/or operated by Caltrans, school districts, oil companies, Pacific Gas and Electric Company, Southern California Gas Company.
 - 1.7 The City's technical review capabilities will be expanded (i.e., hire or contract with a registered engineering geologist to review geologic reports, initial studies and environmental impact reports).
 - 1.8 The City of Carpinteria will establish a schedule of periodic review and upgrading of those safety standards for which it has primary implementation responsibility. This will include a comprehensive enforcement program. These safety standards are dispersed among the following state or federal codes:
 1. The Uniform Building Code
 2. Uniform Housing Code
 3. Uniform Plumbing Code
 4. National Electric Code
 5. Hazardous Building Code

6. Uniform Fire Code
7. State Health and Safety Code

1.9 The City will develop a structural inspection program for seismic and earthquake safety purposes. This program will include the following elements:

1. Structures should be inspected for conformance with the City's Building Code section on earthquake regulations. Inspections should be conducted according to priorities based on two criteria: (a) the facility type, and (b) the age of the building with respect to improvements in seismic design requirements in building laws.
 2. Within each inspection priority group, publicly owned structures will be inspected before private structures.
 3. Specific inspection criteria will be established in consultation with qualified structural engineers. Buildings that could be classified as having a high damageability rating should be inspected first. A high priority should be placed on evaluating the seismic vulnerability of facilities that handle explosive, flammable or toxic materials.
 4. Structures identified as not conforming to amended earthquake standards should be brought into conformance with acceptable levels of risk by programs including, but not limited to, structural rehabilitation, occupancy reduction, and demolition and reconstruction.
 5. Upon adoption of the Health and Safety Hazard policies, a review committee should be established to oversee their implementation, and to advise the City Council of progress.
2. OBJECTIVE: To maintain, revise (whenever necessary) and enforce existing standards and criteria to reduce or avoid all levels of geologic risk, whether it be unacceptable, tolerated, or avoidable risk.

Policies

- 2.1 Carpinteria shall be prepared to respond to natural or other disasters should such events occur.
- 2.2 The City will implement the adopted Emergency Preparedness and Evacuation Plan (as required by Government Code Section 65302) that addresses structural hazards, seismic activity, flooding, fire and other disasters, as viewed both on a local and regional perspective.

- 2.3 The City will update and revise the Emergency Preparedness and Evacuation Plan every 5 years, or when substantially new scientific information becomes available.
- 2.4 The City will conduct a public information program on preventing hazards and responding to a disaster available to all citizens.
- 2.5 The City shall ensure that emergency medical and paramedic services are accessible at all times.
- 3. OBJECTIVE: Carpinteria shall improve the capability of structures to withstand seismic events.

Policies:

- 3.1 Carpinteria will ensure that structures build on soils with limited ability to support them are designed in a manner that will compensate for support limitations.
- 3.2 A review committee will be established by the City to consider the desirability of initiating condemnation procedures against structures found to be unsafe.
- 3.3 The City will advocate the expansion of state and federal relocation assistance funds and programs to aid personal businesses displaced from hazardous buildings.
- 3.4 Using geological and acceptable risk data, proposed new construction buildings shall be reviewed by a qualified structural engineer to determine new earthquake regulations. Evaluation of the lateral force requirements of the Uniform Building Code shall be included in revisions to the City's earthquake regulations.
- 3.5 All new construction permitted in the City should be according to the revised earthquake regulations of the Uniform Building Code.

- 3.6 Development on slopes shall use available engineering technology in foundation stability for slope areas.
- 3.7 Critical public facilities (such as police and fire stations and medical facilities) shall not be permitted to locate in areas of high risk for potential liquefaction, tsunamis, seiches and expansive soils, except where they have been designed in accordance with appropriate construction technology.
- 3.8 Wood frame and other combustible structures, and untreated shake roofs, shall be prohibited in the area of highest fire hazard.
- 3.9 Strong-motion instrumentation program for buildings over four stories in height shall be required.
- 3.10 The ability of existing water storage facilities to withstand the expected seismic event on the San Andreas fault shall be evaluated by qualified structural engineers.
- 3.11 The City will develop an information release program to familiarize the citizens of the region with this Seismic Safety and Safety Element. Special attention will be afforded to those groups particularly susceptible to seismic, fire and flooding hazards including, but not limited to, school districts, agencies involved with the aged and agencies involved with the handicapped. These agencies will be encouraged to develop educational programs of their own relative to hazard awareness. The conclusions and recommendations of these elements will also be provided to land developers and those involved in the real estate profession.
- 3.12 The City will initiate a program to strengthen communication and understanding between the public and private agencies whose response is necessary at times of emergency.
- 3.13 The City of Carpinteria shall periodically review and upgrade, as necessary, its comprehensive enforcement program related to these safety standards for which it has primary implementation responsibility.

4.3 FLOOD HAZARDS

Flood hazards are a serious concern in California. The California Division of Mines and Geology estimates that losses as a result of flooding within the state will exceed \$6.5 billion for the years 1970 to 2000. Flooding problems have existed since the time of first settlement and recur every few years. Since 1950, there has been a series of major floods within the state. These occurred in 1950, 1955, 1958, 1964, 1970, 1975, 1978 and 1980.

Most floods within the study area are produced by winter storms, usually occurring from December through March. These storms are capable of producing moderate to heavy rainfall over a period of hours or days. A series of storms or a prolonged single storm is capable of producing a large catastrophic flood. Tropical thunderstorms are another potential cause of flooding in the area. These storms typically produce high-intensity rainfall over a period of minutes or hours. Tropical storms usually occur in localized areas in the high mountains but may affect downstream areas. Drainage patterns determine the effect of storms on urban development.

4.3.1 Setting

Carpinteria is crossed by several local streams which discharge directly into the Pacific Ocean (Figure 4-3, Flood Hazard Areas). These streams are subject to high flows following periods of intense precipitation. The flood waters resulting from these high flows can impair the suitability of certain lands for various uses.

The extent of damage from flooding can be mitigated by the construction of facilities for the control of flood flows. The Carpinteria Creek, Santa Monica Creek and Franklin Creek have been improved by the Santa Barbara County Flood Control and Water Conservation District, the U.S. Corps of Engineers, and the U.S. Soil Conservation Service. The Santa Barbara County Flood Control Engineer has determined that lands above 250 feet elevation in the Carpinteria area would be free from flood hazard.

In addition to the flood problems resulting from inability of stream channels to convey the full amount of water flows, localized drainage problems exist in areas

where water is unable to escape rapidly enough to prevent ponding or flood inundation. Among the principal drainage problem areas is a low-lying coastal area near the El Estero.

4.3.1.1 Drainage Patterns

Surface drainage within the planning area is generally from the north (out of Santa Ynez Mountain Range) to south, toward the Pacific Ocean. Drainage is carried through the creeks, and with few exceptions, into the ocean.

4.3.1.2 Flood Water Patterns

Carpinteria has primarily been designated into three flood zones -- Zone A, Zone B, and Zone C by the Federal Emergency Management Agency and depicted in the National Flood Insurance Rate Map System (FIRM) (see Figure 4-3).

Zone A designates property located in the 100-year flood plain. These areas are:

1. Adjacent to the Santa Monica Creek, Franklin Creek and Carpinteria Creek.
2. The northwest corner of the city (north of the El Estero Marshland).
3. Along the U. S. Highway 101 between Franklin and Carpinteria Creeks.
4. Along the Pacific Ocean coastline.
5. The area east of the El Estero Marshland, west of Linden Avenue and south of the Southern Pacific Railroad.

Zone B designates areas located between the limits of the 100- and 500-year flood plains, or areas subject to 100-year flooding with average depths of less than 1 foot. Many of these areas are protected by levees from the baseline flood level. Zone B areas are mainly confined to small portions of land along the Carpinteria Creek, along U. S. Highway 101 located within Zone A area north of El Estero and a small parcel along the ocean shoreline between Linden and Palm avenues.

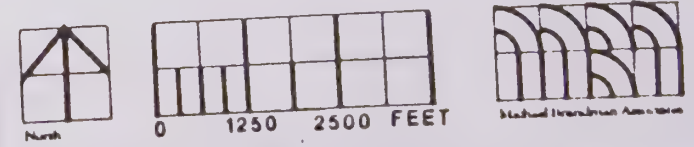
A majority of remainder of the city falls within a Zone C designation. These areas are classified as 500-year flood plains and are considered to have a minimal potential for flooding.

FLOOD HAZARD AREAS

- LEGEND
- ZONE A:
100 YEAR FLOOD BOUNDARY
 - ZONE B:
500 YEAR FLOOD BOUNDARY

CARPINTERIA GENERAL PLAN

FIGURE 4-3



4.3.1.3 Management of Flood Hazards

The City of Carpinteria is currently responsible for local flood control through development permits. Recently, the Carpinteria Creek, Santa Monica Creek and Franklin Creek were improved by the Santa Barbara County Flood Control and Water Conservation District, the U. S. Army Corps of Engineers, and the U. S. Soil Conservation Service. These improvements have greatly reduced the potential for flooding lands adjacent to creeks and other historical flood areas.

The City's Subdivision Ordinance requires all proposed subdivision projects to be reviewed by Santa Barbara County Flood Control to determine appropriate mitigating measures if the proposed development is located in a flood hazard area. County flood hazard standards are based on the 100-year flood. The 100-year "flood plain" is comprised of a "floodway" and a "floodway fringe." The floodway is the channel of a stream, plus any adjacent flood plain areas, that must be kept free of encroachment in order that the 100-year flood be carried without substantial increases in flood heights. The area between the floodway and the boundary of the 100-year flood is termed the floodway fringe. This area encompasses that portion of the flood plain that could be completely obstructed without increasing the water surface elevation of the 100-year flood more than 1 foot at any point.

New regulations covering all development within the 100-year flood plains have been formulated by the County. The Flood Plain Management Ordinance, Chapter 15-A of the County Code, has been adopted in order to comply with the requirements of the HUD-sponsored Federal Flood Insurance Program in which the county is a participant.

For individual units located in the 100-year flood plain, the City has initiated Flood Plain Management Measures that include verification by the City that the finish grade of the lot and first floor elevation of the dwelling meet flood control regulations. These measures were developed to establish the City's compliance with provisions of the National Flood Insurance Program.

Even within the developed portion of the city, there are lands subject to varying degrees of flood hazard. These lands generally lie in narrow strips along stream

channels, although significant areas are subject to inundation in much of the Carpinteria area. However, completion of federal flood control projects would eliminate a significant portion of the flood hazard near Carpinteria.

Groundwater

Near-surface groundwater, either as a main aquifer or in a perched condition, can be a geologic and engineering problem from the standpoint of liquefaction, settlement, slope stability and construction difficulties. It is primarily a problem for agriculture in the unincorporated area adjacent to the city's western and northern boundaries.

Based on groundwater information from U.S. Geological Survey and other publications, the various areas and rock units were rated with respect to groundwater problems. Generally speaking, water between 8 and 15 feet could pose a problem for larger structures or deeper excavations. Water below 15 feet would not constitute any significant problem except for the largest structures or those requiring deep excavations, such as major storm drain or sewer projects.

Large or continuous groundwater bodies are not considered to be present in the bedrock formations older than uppermost Pliocene; these units generally are fairly well consolidated and contain water only in fractures or in some sandstone beds.

The semiconsolidated and unconsolidated formations of upper Pliocene and Pleistocene age are generally quite granular and pervious and are often water bearing (and producing) at depth; however, surface exposures of these formations are usually above the zone of saturation. Peculiar local conditions, such as an impervious cemented zone or clay seam overlying bedrock, could cause a perched groundwater problem.

Perched water conditions in the semiconsolidated formations of upper Pliocene and lower Pleistocene age are not widespread, but can occur.

The upper Pleistocene terrace deposits and fan conglomerates in Santa Barbara County are generally coarse-grained, granular material. They may contain perched water zones, but are not considered common occurrences.

In the Carpinteria area, Older Alluvium, and the Carpinteria Formation and coastal terrace deposits are also granular, but have a much higher incidence of groundwater problems, generally perched water, especially along the coastal bluffs and mesas.

Perched water is generally the only problem encountered; the actual water table is generally deep enough so as not to pose a problem. In the areas underlaid by Quaternary alluvium, however, it is possible to have the actual water table at or near the surface, or to have confined water whose piezometric surface is at, near, or even above the level of the ground surface.

Erosion

Erosion is considered to be the result of limited water flow and, thus, is distinguished from major water flows associated with flood hazard, which is not within the scope of this study.

Susceptibility to erosion was not given great emphasis because it is not very critical from a planning viewpoint; it can usually be controlled with good design at low to moderate cost. Slope planting, proper watering and maintenance and control of drainage will substantially minimize the effects of erosion.

Erosion is a function of the soil or rock characteristics, slope gradient, and water flow, which can vary greatly in short distances. Therefore, erosion is not adaptable to mapping or rating at the generalized scales of the study.

Shoreline Regression

An erosion-related problem of more significance is erosion of the sea cliffs along the coast. Locally this can be quite significant, but involve such small (although quite valuable) areas that they are more appropriately the concern of Building and Safety Department review of specific projects rather than evaluation in overall planning. However, for completeness and because it can be a serious problem, shoreline regression is discussed. Cliff retreat as it relates to mass earth movement (landslides) has been included and rated on the Slope Stability Maps.

The chief processes involved in sea cliff retreat due to marine and nonmarine causes are undercutting, failure along vertical or steep joints, oversteepening of cliff materials, rainwash and surface weathering, spring sapping, piping and air shaking and weathering (for detailed descriptions of these processes please refer to the Santa Barbara County Seismic Safety and Safety Element, pages 129-130).

Irrespective of rock type, all sea cliffs are subject to erosion by marine and non-marine processes. Unfortunately, most of the coastal cliffs in Santa Barbara County are cut into comparatively incompetent rocks that are subject to relatively rapid erosion and mass movement in response to wave action.

The Monterey Formation, which comprises a large portion of the Carpinteria coastal cliffs, readily yields to erosion, slumping, landslides, and similar processes.

In accordance with guidelines set forth in the California State Coastal Plan, the City of Carpinteria has adopted several policies designed to prevent the occurrence of flooding hazards, protect development from damage that may come as a result of the hazards, and preserve natural wildlife and environmental resources.

4.3.2 Issues

Flood hazard issues applicable to the Carpinteria Planning area include:

- Significant portions of the city are subject to inundation in a 100-year flood. These include land lying in narrow strips along stream channels, portions of the built-up area and open space areas. Completion of flood control projects would eliminate a significant portion of the flood hazard. The environmental impact of such construction must be considered carefully and solutions designed that retain natural features as much as possible.
- High groundwater occurs in parts of the planning area, and could affect development patterns. Continued acquisition of more accurate data combined with careful review of building plans will enable planning to account for these conditions.
- Although a major planning problem, erosion from limited water flows presents a problem to be dealt with at implementation of the plan. Proper site design, planting, maintenance and other solutions are available. City development review activities should continue to respond to this condition.
- Shoreline regression is a significant erosion-related problem. Locally, this involves valuable but small areas. This is normally addressed in the review of specific projects by the Building and Safety Department.

- Localized drainage problems exist in areas where water ponds, and is unable to escape rapidly enough to prevent flooding. These problem areas exist in several locations throughout the planning area, both inside and outside of the City limits. Such areas should be identified and mapped, and solutions developed.

4.3.3 Goals, Objectives and Policies

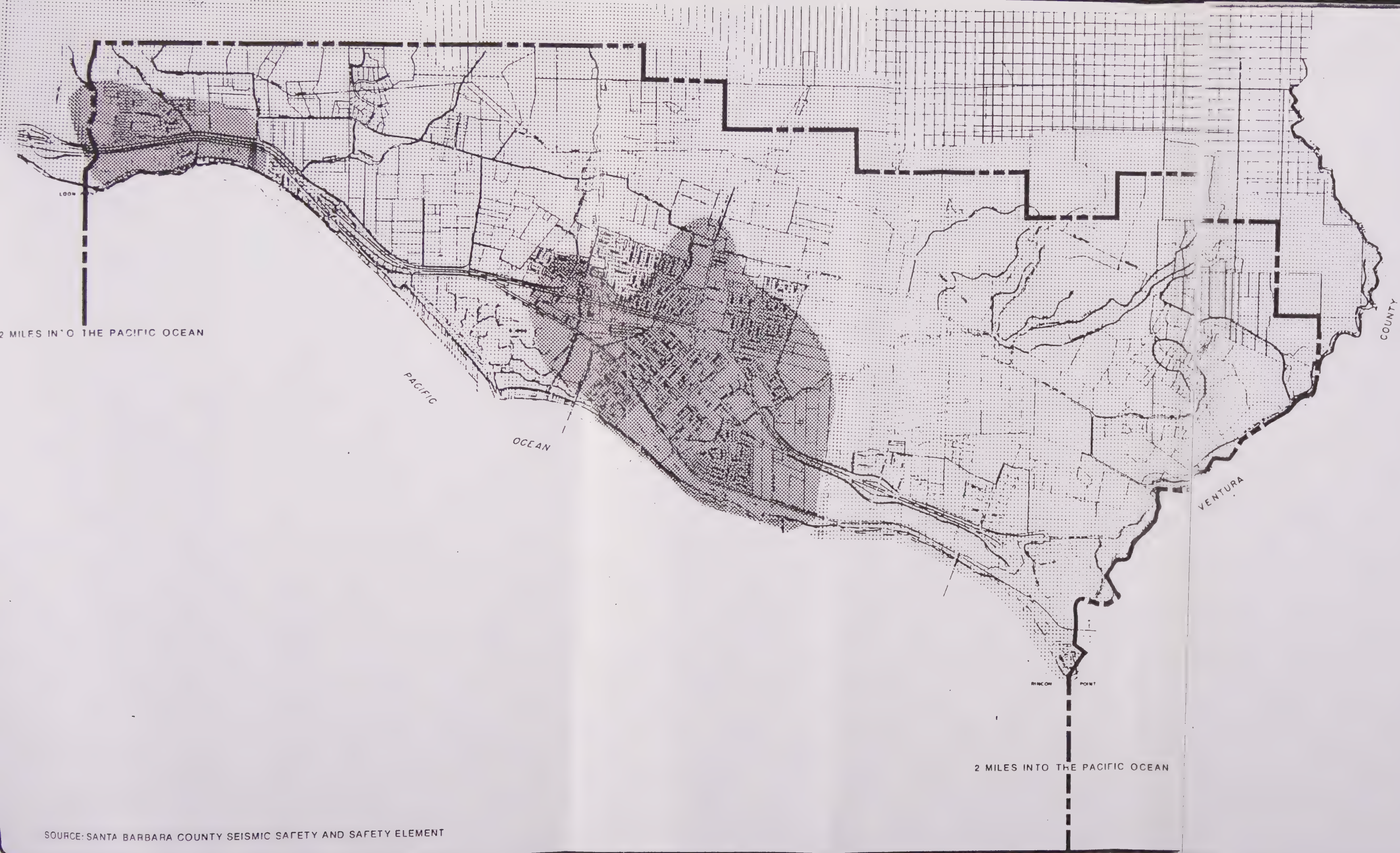
GOAL A

Carpinteria will provide a living environment that minimizes life and property loss related to potential hazards associated with inadequate drainage or flooding.

1. OBJECTIVE: Minimize loss of life, damage to property, and social and economic dislocations resulting from flood, soil creep, expansive soil or landslide hazards.

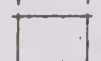
Policies

- 1.1 Carpinteria will, to the maximum feasible extent, prohibit construction of intense urbanized uses in areas of potential hydrologic hazards.
- 1.2 The ability of existing water storage facilities to withstand the expected seismic event on the San Andreas fault will be evaluated by qualified structural engineers.
- 1.3 Critical facilities will be discouraged from locating within the 100-year flood plain in the absence of mitigating engineering design. Noncritical facilities will be allowed to locate in potential flood plain areas only if the facilities are elevated or flood-proofed to the level of the 100-year flood.
- 1.4 Adequate setbacks from flood control channels will be required providing access to maintain and enable proper operation of the channels.
- 1.5 The City shall require a geologic study prior to the approval of any new subdivision or major residential development.
- 1.6 The City will embark on a program to define local area drainage problems and prepare generalized solutions for this highest priority areas.



FIRE HAZARD

LEGEND

-  EXTREME FIRE HAZARD
-  HIGH HAZARD AREA
-  MODERATE HAZARD AREA
-  URBAN DEVELOPMENT

CARPINTERIA GENERAL PLAN

FIGURE 4-4



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4.4.2 History

Although Santa Barbara County has suffered from several major fires in the past, none of these blazes has ever caused serious damage to the City of Carpinteria. Part of the reason for the City's good fortune lies in its geographic topography. It is accepted that wildland fires thrive in areas of dry brush; an equally destructive factor is the slope of the land. Fires travel faster up a mountainside than in any other direction. The City of Carpinteria is fortunate because it rests in a low, flatlands area without many steep hills or severe mountain sides. This natural topography, along with the cool coastal conditions that exist in the City, greatly reduce the potential for a major brushfire in Carpinteria.

4.4.3 Fire Hazard Areas

To assist land use planners in identifying areas of high fire hazard, the State Division of Forestry published a report on Fire Hazard Severity Classification System for California's Wildlands in 1973. According to this report, three principal factors determine an area's fire hazard severity classification: fuel loading, fire weather, and slope. Carpinteria is classified as having high critical fire weather frequency because 1.0 to 9.5 critical fire weather days per year are likely to occur.

4.4.4 Control Measures

Control measures designed to reduce fire hazards within the City must be comprehensive rather than single purpose. Efforts should be aimed at: (1) minimizing the occurrence of fires and (2) containing fires once they start. Equally important is reducing fuel loadings and exposure of vulnerable land uses and buildings to wildfires. A program to cope with the wildland fire problem should include five major activities: fire prevention, fire control, fuel management and hazard reduction, land use planning and building codes, and construction materials requirements.

One important control measure designed to reduce the rate of spread, and extent of wildland fires, is the fuelbreak or firebreak system. Over 87 miles of fuelbreaks, of which 17 miles on the South Coast have been created by wildfires, are currently established.

Another fire prevention measure that has been used successfully in many areas of the state is controlled burning. Currently, there is no county-directed program of controlled burns to reduce fire hazard. However, much has been accomplished through the activities of the Range Improvement Association. The County Fire Department assists by reviewing the burn proposals, inspecting the fuelbreaks and making personnel available to assist the Association during the burns.

In areas of high or extreme fire hazard, fire protection measures alone will not solve the problem. Land use planning must recognize the hazards and treat them as constraints in the planning process. Under the California Environmental Quality Act (CEQA), public action is directed to achieve a balance between natural processes and urban uses in order to create and maintain conditions of productive harmony. Consequently, the county has ample legal authority to regulate land use and development in order to reduce fire hazard.

Land development in fire hazard areas will not only increase the degree of risk by bringing more people into a hazardous area, but also may increase the hazard by altering the vegetation and landform. Whenever brushland is cleared and the debris pushed into piles on slopes or in canyons, the fire hazard during critical fire weather periods is far greater because the fuel load has been concentrated. On private lands within the National Forest, this problem is complicated by the fact that the Forest Service is not chartered and normally is not equipped to protect structures; its primary obligation in this area is wildland fire prevention and control.

Within the National Forest boundaries, development on privately held lands complicates fire protection services. In that portion of the National Forest, known as the Santa Barbara Front, lying north of the South Coast plain and below the crest of the Santa Ynez Mountains, more than 28,000 acres of lands continuous and within the National Forest are privately owned. If development within the Los Padres National Forest boundaries continues as it has in the recent past, the Forest Service has indicated that it might relinquish its responsibility for wildland fire protection on the Santa Barbara Front, in which case the responsibility would fall on the County Fire Department.

To alleviate the complications that land development within the National Forest would pose, several proposals have been put forth to the U.S. Forest Service and Santa Barbara County. Of all these proposed solutions, the most reasonable one suggests a requirement that all development proposals be accompanied by a plan showing the measures that will be taken to meet county regulations to minimize fire hazards. In any area of high or extreme fire hazard, the cumulative impacts of land development have to be assessed, as well as the individual impacts of specific proposals.

When an urban area is adjacent to an area of high or extreme fire hazard, a buffer strip or greenbelt several hundred feet wide can provide the means to contain fires that originate in developed areas and prevent them from reaching the wildlands. In areas of moderate fire hazard, the greenbelt concept is equally applicable. Greenbelts already exist in the extensive moderate hazard areas used for irrigated agriculture.

4.4.5 Issues

The issue of fire hazards that apply to the Carpinteria area include:

- The northern portion of the planning area is within an area of extreme fire hazard. The climate and vegetation in the area contribute to the threat of wildland fires. Whenever brushland is cleared and the debris pushed into piles, the potential for fire hazard is increased.
- Land development within the National Forest increases the threat of wildland fire. Greenbelts acting as buffers to the hazard of fire can be used to contain fire from spreading.

The following objectives and policies have been formulated to preserve Carpinteria from fire hazards.

4.4.6 Goals, Objectives and Policies

GOAL A

Carpinteria will minimize life and property loss related to man-made and environmental hazards, including earthquakes, liquefaction, subsidence, landslides, expansive soils, soil creep and other geologic events, fire, flooding, tsunamis, social disruption and chemical hazards.

Policies

- 1.1 Carpinteria will minimize construction of residential, hospital and other intensely urbanized uses in areas of known geologic, fire or seismic hazards.

GOAL B

Provide a living environment free from potential hazards associated with extensive hillside, wildland and structural fires.

1. OBJECTIVE: Reduce the loss of life, damage to property, and the economic and social dislocations resulting from wildland and structural fires.

Policies

- 1.1 Carpinteria will restrict construction of structures in areas susceptible to wildland fires while assuring the availability of adequate fire protection in existing and newly urbanized portions of the planning area.
- 1.2 Encourage the Carpinteria-Summerland Fire Protection District to establish and maintain an inspection program to identify fire hazards within their jurisdiction.
- 1.3 The City should establish fire zones with appropriate development standards, such as fire-resistant construction on roofs and the underside of eaves and balconies.
- 1.4 Roadsides should be maintained clear of brush and weeds in areas subject to fire.
- 1.5 Areas subject to wildland fires will be placed in open-space zoning (e.g., large-lot zoning). The City will develop a fire-hazard zoning classification that requires conditional use permits on all development in such areas and establishes standards for spacing between buildings, access, fuel breaks, greenbelt buffers and water for firefighting.

- 1.6 Evaluate the Uniform Fire Code provisions regulating potentially hazardous activities involving fires, oil wells and oil pipelines and storage of explosive materials.
- 1.7 The City will assist the Fire District in preparing a Fire Prevention Program to reduce the extent of damage resulting from fire. Such a program should include reduction of fuel loading in wildland areas, inspection and abatement of hazardous conditions in and around structures, providing a biannual inspection of commercial and/or public buildings (1979 Fire Code).
- 1.8 The City will periodically review the adequacy of mutual aid agreements for fire protection (i.e., South Coast Mutual Aid Response).
- 1.9 When feasible, the City's long-term budgeting program will include improvements to the road and street system in areas subject to fire in order to improve access for emergency vehicles.
- 1.10 The City will encourage the Fire District to present fire prevention programs to school groups and interested community groups, and broadcast public service announcements on radio and TV with the goal of raising public awareness.
- 1.11 As appropriate, the City shall adopt the Uniform Building Code and appendix, as suggested by the most recent Insurance Service Office (ISO) rating.
- 1.12 The City shall require all new Fire Sprinkler Ordinance-affected construction to install automatic sprinkler systems.
- 1.13 The City shall review and upgrade existing Fire District equipment and services requirements as needed.
- 1.14 If a use that requires the storage or use of hazardous, flammable or toxic materials exists adjacent to residential uses, any requests for expansion or upgrading of facilities will require review of safety standards related to fire, odors, spills and other potential accidents for both the existing and newly constructed portions of that use.

- 1.15 Should Carpinteria increase building heights beyond three stories, the City shall provide either a ladder truck or 3-D firefighting tool in the Carpinteria Fire District's equipment.
- 1.16 As the Fire District grows, the Fire Department will provide a five-man crew and two fire engine response capability from the Carpinteria Fire Station.
2. OBJECTIVE: Carpinteria shall work with surrounding regional bodies, the U.S. Forest Service and the California Division of Forestry to determine the appropriateness of fire management and controlled power programs.

4.5 NOISE HAZARDS

This section describes the characteristics noise criteria, noise conditions in Carpinteria and noise control. Goals, objectives and policies have been formulated to reduce the effects of noise hazards on the community.

This section is an integral part of the General Plan because of its close relationship to the land use, open space, housing, and circulation sections. It is known that noise in urban areas can have serious effects on the activities and the psychological and physiological state of people. Sensitive land uses, such as residential areas, parks, schools and hospitals should be located away from noise generators. In this way, the noise hazards section can input directly into other General Plan sections.

4.5.1 Setting

Noise exposure has become a key concern in the perception of the quality of our living environment. Noise affects both the home and work environments and the enjoyment of recreational activity. For these reasons, noise has become an important issue in community planning.

The State of California has mandated that each county and city address noise issues in community planning. California Government Code Section 65302(f) requires the following to be included in the General Plan:

"A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

1. Highways and freeways.
2. Primary arterials and major local streets.
3. Passenger and freight on-line railroad operations and ground rapid transit systems.
4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

5. Local industrial plants, including, but not limited to, railroad classification yards.
6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment."

Noise contours for the City of Carpinteria are shown for all relevant noise sources and stated in terms of day-night average level (Ldn). Ldn is the average equivalent A-weighted sound level during a 24-hour day after addition of 10 decibels to nighttime sound levels occurring between 10 p.m. and 7 a.m.

The noise contours were prepared on the basis of generally accepted noise modeling techniques for the various sources identified in items 1 through 6 above. The noise contours are used as a guide for establishing land uses that are compatible with the noise environment and minimize noise exposure to sensitive land uses. A simple graphic illustrating the relative effect of noise levels upon land uses may be found in Figure 4-5, California Noise and Land Use Compatibility Guidelines.

The updated noise section includes implementation measures and possible solutions that address existing and foreseeable noise problems. The adopted noise element also serves as a guideline for compliance with the state's noise insulation standards.

This section identifies and appraises the noise environment in the community as required by Government Code, Section 65302(f). The findings section describes the existing and future noise environment. The goals, objectives and policies that follow provide guidelines for minimizing noise impacts. Because of the complexity of noise, an appendix is provided with background material on noise, compatibility criteria, and abatement strategies (see Appendix 7.4.3).

4.5.1.1 Noise Characteristics

Noise is most often defined as unwanted sound. Sound levels can be easily measured, but the variability in subjective and physical response to sound complicates the analysis of its impact on people. A basic understanding of how sound is measured and described is provided below and is important to a more complete understanding of the programs identified in the noise element.

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L _{dn} OR CNEL, dB					
	55	60	65	70	75	80
RESIDENTIAL – LOW DENSITY SINGLE FAMILY, DUPLEX, MOBILE HOMES						
RESIDENTIAL – MULTI. FAMILY						
TRANSIENT LODGING – MOTELS, HOTELS						
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES						
AUDITORIUMS, CONCERT HALLS, AMPHITHEATRES						
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS						
PLAYGROUNDS, NEIGHBORHOOD PARKS						
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES						
OFFICE BUILDINGS, BUSINESS COMMERCIAL AND PROFESSIONAL						
INDUSTRIAL, MANUFACTURING UTILITIES, AGRICULTURE						

INTERPRETATION



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



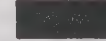
CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NORMALIZED NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a "normalized" value of CNEL or L_{dn}. Normalized values are obtained by adding or subtracting the constants described in Table 1 to the measured or calculated value of CNEL or L_{dn}.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encourage land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in Com-

munity Noise Exposure Areas greater than 65 dB should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL of L_{dn}. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. When this is the case, more restrictive standards for land use compatibility, typically below the maximum considered "normally acceptable" for that land use category, may be appropriate.

California Noise and Land Use Compatibility Guidelines

CARPINTERIA GENERAL PLAN



Michael Brandman Associates

FIGURE 4-5

Sound is created when an object vibrates and radiates part of its energy as acoustic pressure or waves through a medium such as air, water or a solid. The ear receives these sound pressure waves and converts them to neurological impulses that are transmitted to the brain for interpretation. The interpretation or perception of sound may be different from the actual sound: loud sounds may seem quiet and quiet sounds may seem loud. Sounds may be perceived as loud, soft, noisy, quiet and high- or low-pitched. These subjective terms are all relative and do not convey technical information about the sound.

There are two parameters that are used technically to describe simple sounds:

- Amplitude. The amplitude of a sound is a measure of the pressure of force that a sound can exert. Subjectively, we say a sound is louder if it has a larger amplitude than another sound. Thus, the amplitude of sounds can be described either in measurable magnitude or in relative terms of loudness.

Physically, sound pressure is measured and quantified in units of decibels (dB). The sound pressure scale is based on the logarithm of the square of the ratio of the sound pressure being measured to a standard reference pressure, which is approximately the least sound pressure that people can perceive. Zero dB means the lowest level normally audible, but does not mean zero sound pressure.

- Frequency. The unit of frequency, Hertz (Hz), means cycles per second and refers to the number of times that the acoustic pressure (amplitude) peaks for each sound. Subjectively, a sound that has more cycles per sound is higher pitched. High-pitched sounds are produced by a rapidly vibrating sound source and, conversely, low-pitched sounds are from a more slowly vibrating source.

The human hearing system is not equally sensitive to sound at all frequencies and responds more dramatically to sounds with frequencies in the range of 20 Hz to 20,000 Hz. 20 Hz is equivalent to 20 vibrations per second. Frequencies above 20,000 Hz or below 20 Hz are inaudible to humans and referred to as ultrasound or infrasound, respectively.

The A-weighted decibel sound level scale has been developed to measure sound in a similar manner to the way the human hearing system responds. The use of the A-weighted scale is often indicated by using the abbreviation "dB(A)" for expressing the units of the sound level quantities. Because of the logarithmic relationship of decibels, sounds cannot be added arithmetically. For example:

$$60 \text{ dB(A)} + 60 \text{ dB(A)} = 63 \text{ dB(A)}$$

The 3 dB(A) change is equivalent to twice as much acoustic energy. Also, as the difference between two sound sources increases, the addition to the louder source decreases. This relationship is portrayed in the following decibel addition example:

$$60 \text{ dB(A)} + 70 \text{ dB(A)} = 70.4 \text{ dB(A)}$$

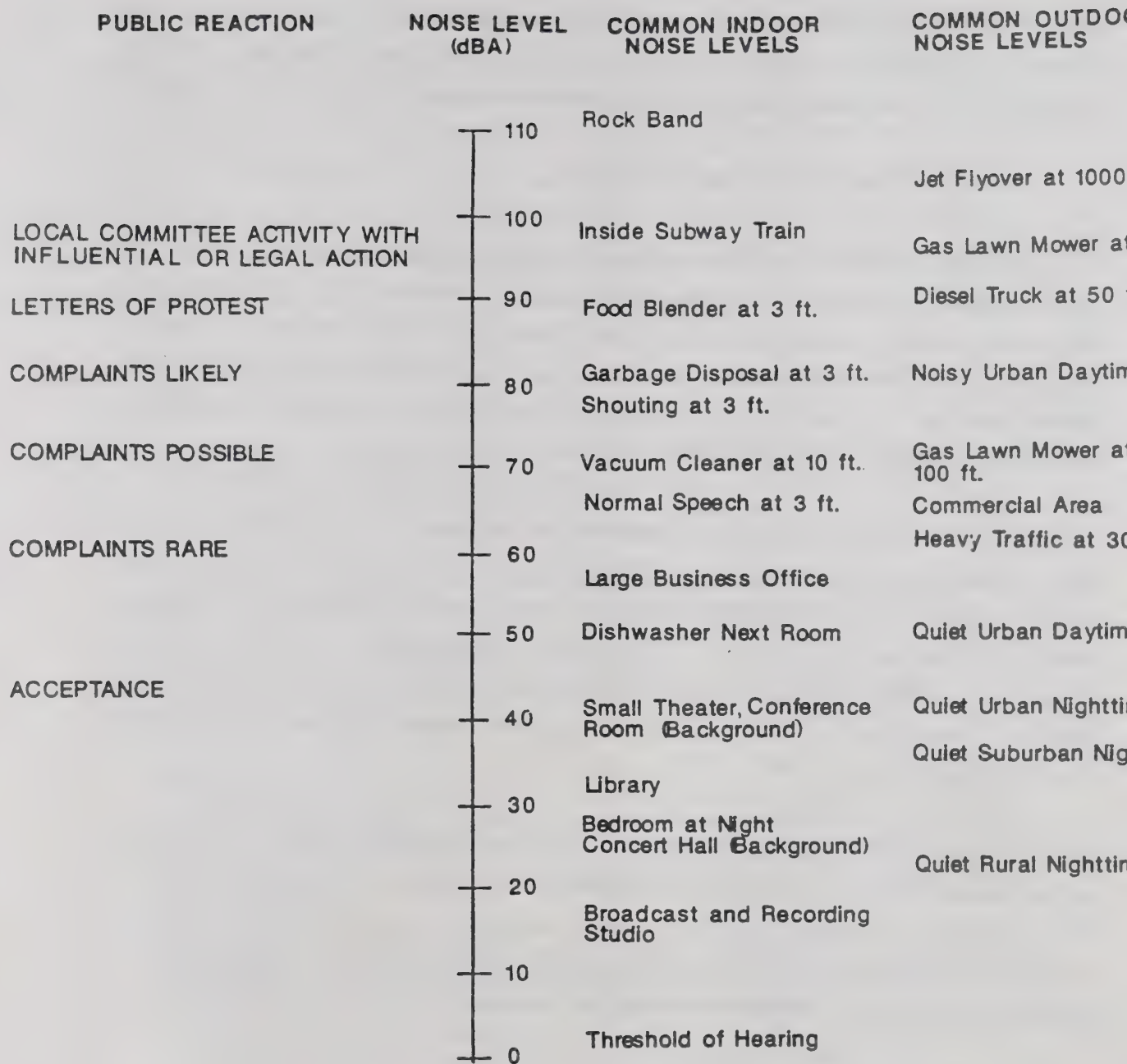
The previously discussed 3 dB(A) change represents a doubling of sound energy, but not a doubling in loudness. Loudness is a subjective interpretation. Generally, a 1 dB(A) change is not noticed, whereas a 3 dB(A) change is clearly noticeable. Due to nonlinearities in the mechanism of the human ear, a sound must be nearly 10 dB(A) higher than another to be judged twice as loud. It follows that a sound of 20 dB(A) is four times as loud, and 30 dB(A) is eight times as loud.

Typical A-weighted sound levels measured for various sources are provided in Figure 4-6, Common Noise Levels and Public Reaction. For example, conversation at 3 feet is approximately 65 dB(A) and sound levels become intolerable and then painful at levels above 110 dB(A). A quiet urban daytime sound level is typically 50 dB(A). The public reaction to sound levels becomes more evident as sound levels increase. Sound levels below 50 dB(A) are generally accepted whereas complaints are possible at 70 dB(A).

As the distance to a noise source increases, the sound level diminishes. Sound waves are attenuated by both air and ground absorption. If the sound originates from a point source (such as an air conditioning unit), the rate at which the sound attenuates is 6 dB(A) per doubling of distance. Sound from a line source (a steady stream of vehicles) diminishes at 3 dB(A) per doubling of distance.

4.5.1.2 Noise Criteria

Although an A-weighted scale is often used to quantify the individual event sound level, and is related to subjective response ranking, psychoacousticians (scientists specializing in the effects of noise on people) have determined that the degree of annoyance response and other effects depend on a number of factors. Some of the factors (identified by researchers over the years) that affect our perception and cause us to categorize a sound as an annoyance or, in other words, as noise are:



Source: Caltrans Noise Manual, California State Dept. of Transportation, March 1980, pg. 1-1-4.

Common Noise Levels and Public Reaction

CARPINTERIA GENERAL PLAN



FIGURE 4

- Magnitude of the event sound level in relation to the background (i.e., ambient) sound level.
- Duration of the sound event.
- Frequency of occurrence of events.
- Time of day events occur.

The federal and state governments have established noise guidelines and regulations for the purpose of protecting citizens from potential hearing damage and various other adverse physiological, psychological and social effects associated with noise. The federal government specifically preempts control of noise emissions from aircraft, railroads and interstate highways. Federal and state standards and criteria appear in Appendix 7.4.3.

4.5.1.3 Noise Contours

The residents of the City of Carpinteria are exposed to noise from U.S. 101, major roadways, the Santa Fe Southern Pacific Railroad line and stationary sources. Stationary noise sources, such as commercial and industrial operations are not a citywide noise problem and noise contours were not developed for specific locations. The existing and future noise environments for transportation sources are discussed below.

The noise element contains both 60 and 65 dB Ldn contours for vehicular traffic and rail operations. An Ldn value is the average equivalent A-weighted sound level during a 24-hour day with the addition of 10 decibels to sound levels occurring between 10 p.m. and 7 a.m. The 10 decibel penalty is designed to account for lower background sound levels and increased sensitivity during the night. The Ldn equation is as follows:

$$Ldn = \overline{SENEL} + 10 \log (N_d + 10 N_n) - 49.4$$

$\overline{SENEL}$ = Average value of all the Single Event Noise Exposure levels (SENEL) in a 24-hour period of all operations. This value combines both intensity (dB(A)) and duration into a single measure of noise.

N_d = Number of noise events from 7 a.m. to 10 p.m.

N_n = Number of noise events from 10 p.m. to 7 a.m.

A 65 dB Ldn level describes an area as having a time-average constant sound level of roughly 65 dB(A) even though the area would experience individual sound events higher and lower than 65 dB(A). Ldn provides a common measure for a variety of differing noise environments. Thus, the same Ldn can describe both an area with very few high noise events and an area with many low-level events.

Ldn values can be useful in comparing noise environments and indicating the potential degree of adverse noise impacts. However, the Ldn scale has limitations in its usefulness through averaging the sound event levels over a 24-hour period and possibly obscuring the the periodic high noise levels of individual events and their possible adverse effects. Recognizing this limitation, the Environmental Protection Agency (EPA) has adopted maximum single-event noise impact levels for sources such as buses, garbage trucks and railroad equipment.

Note that Ldn is not a measure but a computation of measured sound levels. People do not "hear" Ldn, but respond to the sound levels of individual events or noise sources. People may integrate over long-term intervals (daily, weekly, etc.) their response to noise and make subjective judgments about the "quality" of the noise environment.

Ldn values have been shown to be closely related to, and often within, 1 dB of Community Noise Equivalent Level (CNEL) values, a noise metric commonly used in California. The CNEL methodology incorporates an additional multiplication factor of 3 to sound events occurring between 7 p.m. and 10 p.m.

The City of Carpinteria roadway noise contours were generated with the Federal Highway Administration's Highway Traffic Noise Prediction Model, U.S. Department of Transportation (1978). This model was modified to generate Ldn values. Model input data included average daily traffic levels; day/evening/night percentages of autos, medium and heavy trucks; vehicle speeds; ground attenuation factors; and roadway widths. Traffic data were derived from the circulation element. The average daily traffic assumptions and distances to the roadway 60 and 65 dB Ldn contours are provided in Table 4-3. The rail line noise contours were derived from the Santa Barbara County Noise Element as revised July 30, 1984. In Carpinteria, the distance to the 60 dB Ldn rail line contour is 600 feet.

The noise contours represent lines of equal noise exposure, just as the lines on a weather map indicate equal temperature or atmospheric pressure. The contours provide a visualization of estimates of sound level. Land forms and man-made structures have very complex effects on sound transmission and on noise contours. Generally, barriers between a source and receiver absorb and/or reflect noise resulting in a quieter environment. Where barriers or land forms do not interrupt the noise transmission path from source to receiver, the contours prove to be good estimates of the average noise level. In areas where barriers or land forms interrupt the sound transmission, the noise contours overestimate the extent to which a source intrudes into the community. This is the case at the south side of U.S. 101 between Linden Avenue and Franklin Creek. It is virtually impossible for the noise element to analyze each roadway segment of the city for barrier noise attenuation. Therefore, where specific projects are proposed within noise impacted areas, an acoustical analysis could be completed to evaluate the noise reduction provided by any barriers to the noise path.

Existing Environment

Noise contours are provided for the major surface transportation sources including U.S. 101, roadways, and the Santa Fe Southern Pacific Railroad line. Both the 60 and 65 dB Ldn contours are depicted in Figure 4-7, Existing dB Ldn Noise Contours, and represent unmitigated conditions. Areas where walls, berms or structures block the noise path and reduce noise exposure are not indicated on the exhibit and should be considered on specific site evaluations. Minor roadways within the city do not have sufficient traffic volumes to generate contours beyond the right-of-way.

The estimated population impacted by transportation noise sources is shown in Table 4-3. The major noise source within the City of Carpinteria is U.S. 101. An estimated 1,675 residents live within the 65 dB Ldn from U.S. 101, and 2,950 within the 60 to 65 dB Ldn. The Santa Fe Southern Pacific Railroad line is the next major source. Major roadway contours within U.S. 101 and railroad contours were counted along with those totals. Other local major roadways do not generate sufficient traffic to impact residents within the 65 and greater dB Ldn. However, approximately 525 residents are within the 60-65 dB Ldn.

TABLE 4-3

1985 POPULATION IMPACTED BY TRANSPORTATION NOISE SOURCES

<u>Source</u>	<u>Ldn 60-65 dB</u>	<u>Ldn 65+ dB</u>
U.S. 101 ^a	2,950	1,675
Railroad	875	900
Major Roadways	<u>525</u>	<u>—</u>
Total	4,350	2,575

a Includes railroad and major roadway noise contours within U.S. 101.

Source: Existing land use map and 1980 U.S. Census data.

Future Environment

Future noise contours are depicted in Figure 4-8, dB Ldn Noise Contours: Year 2000. The contours reflect projected increases in traffic volumes through the year 2000. The population impacted by noise source is shown in Table 4-4. The number of people within the 65 dB Ldn more than doubles when compared to existing conditions. This is a result of expanded noise contours and increased urbanization within the city.

TABLE 4-4

YEAR 2000 POPULATION IMPACTED BY TRANSPORTATION NOISE SOURCES

<u>Source</u>	<u>Ldn 60-65 dB</u>	<u>Ldn 65+ dB</u>
U.S. 101 ^a	3,044	3,745
Railroad	751	1,699
Major Roadways	<u>108</u>	<u>—</u>
Total	3,903	5,444

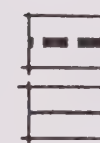
a Includes railroad and major roadway noise contours within U.S. 101.

Source: Future land use map.



EXISTING dB Ldn NOISE CONTOURS

LEGEND



CITY BOUNDARY

dB Ldn NOISE CONTOUR LINE

CARPINTERIA GENERAL PLAN



North



0 1000 2000 FEET

FIGURE 4-7

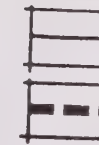


Michael Brundage Associates



dB Ldn NOISE
CONTOURS: YEAR 2000

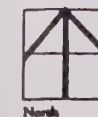
LEGEND



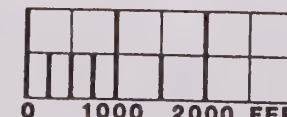
dB Ldn NOISE CONTOUR LINE

CITY BOUNDARY

CARPINTERIA
GENERAL PLAN



North



0 1000 2000 FEET

FIGURE 4-8



Michael Brandman Associates

As with existing conditions, U.S. 101 will be the dominant noise source in the future. U.S. 101 will impact an estimated 3,745 residents within the 65 and greater dB Ldn. The second most dominant noise source is Santa Fe Southern Pacific Railroad line operations. The number of people within the railroad 65 dB Ldn also creases substantially from 900 to 1,699. In the year 2000, no residents are projected to be within a 65 dB Ldn from major roadways. Table 4-5, 1985 and 2000 Daily Traffic and dB Ldn Contours by Roadway, presents information on noise levels for the most important roadway segments in the City.

4.5.1.4 Noise Control

Noise control is a function of the noise source, transmission path, and receiver as shown below. The solid arrows represent the transmission path and the broken lines indicate reflection of sound waves. The most effective noise control actions are a combination of reducing the noise at the source, lengthening or interrupting the noise transmission path and locating noise sensitive land uses away from noise sources.



NOISE TRANSMISSION

TABLE 4-5

1985 AND 2000 DAILY TRAFFIC AND dB Ldn CONTOURS BY ROADWAY^a

Roadway	1985	Average Daily Traffic		Distance to dB Ldn Contour from Roadway Centerline		2000	
		2000		1985		60 dB	65 dB
U.S. Highway 101 Through City		48,200	93,800	800	372	1,246	579
Bailard Avenue U.S. 101 to Via Real		6,354	11,200	87	<50	154	<50
Carpinteria Avenue							
City limits to Santa Ynez		4,700	6,800	123	<50	177	56
Santa Ynez to Holly Ave.		9,000	11,300	123	<50	155	<50
Holly Ave. to Linden Ave.		13,100	16,700	180	57	229	73
Linden Ave. to Palm Ave.		16,750	20,937	230	73	287	91
Palm Ave. to Arbol Verde St.		20,400	25,500	280	89	350	111
Arbol Verde St. to Bailard Ave.		5,580	13,000	163	52	380	120
Bailard Ave. to City limits		1,400	4,900	<50	<50	143	<50
Casitas Pass Road							
Carpinteria Ave. to U.S. 101		14,400	17,300	376	119	452	143
U.S. 101 to Via Real		4,500	13,800	248	79	360	114
Via Real to El Charro Ln.		5,170	6,000	135	<50	157	<50
El Charro Ln. to Foothill Rd.		2,670	4,500	<50	<50	117	<50
Foothill Road							
Linden Ave. to Santa Monica Rd.		3,000	5,600	<50	<50	146	<50
Linden Avenue							
Sandyland Rd. to 5th St.		6,500	9,800	89	<50	134	<50
5th St. to Carpinteria Ave.		11,000	19,300	150	<50	264	84
Carpinteria Ave. to Ogan Rd.		8,000	14,000	110	<50	192	61
Santa Ynez Avenue							
U.S. 101 to Via Real		9,150	12,800	239	76	334	106
Via Real to City limits		4,380	5,475	115	<50	143	<50
Via Real							
City limits to Santa Monica Rd.		4,340	8,700	113	<50	227	72
Santa Monica Rd. to Santa Ynez Rd.		9,800	13,400	134	<50	184	58
Bailard Ave. to City limits		4,800	8,400	164	52	287	91
Seventh Street							
Linden Ave. to Palm Ave.		4,050	6,500	56	<50	89	<50
Eighth Street							
Carpinteria Ave. to Linden Ave.		3,000	5,600	<50	<50	146	<50

^a The distances do not assume any reduction from noise barriers.

Noise Control at the Source

The major noise sources in the City of Carpinteria are vehicular traffic on U.S. 101 and major roadways and trains operating on the Santa Fe Southern Pacific Railroad line. As discussed previously, the California Vehicle Code contains noise limits applicable to new vehicles at the time of manufacture and noise regulations pertaining to the operation of all vehicles on public roads. Possible actions by the City to minimize noise at the source include reducing vehicle speeds, establishing truck routes and regulating traffic flow. Because of their interstate carrier role, local governments have no authority to restrict railroad operations. However, the EPA has established noise limitations on train noise.

Commercial and industrial uses could become major noise sources in the future. Effective site planning and layout can minimize noise transmission to nearby receptors. Traffic access points, loading areas and noise-generating machinery should all be located away from noise-sensitive areas or adequately mitigated.

Noise Transmission Path

The transmission path from the source to the receiver has distinct and significant effects upon the characteristics of the sound reaching the receiver. Physical barriers can interfere with the path of sound waves. Examples of such structures are walls, berms and certain types of trees and hedges, as well as topography. The influence of a structure may be accidental, or it may be intentional, such as the use of insulation materials deliberately inserted between the source of sound and the receiver to reduce the intensity of the sound wave or to change the spectral content. Physical barriers either reflect the sound wave and/or absorb some of the energy.

Noise-attenuating barriers are commonly incorporated into projects and can effectively reduce noise levels. The effectiveness of a barrier depends on the relative height and materials of the barrier the noise source, the affected area, and the horizontal distance between the source and the barrier, and between the barrier and the affected area. Barriers are often the only measure available to attenuate adverse noise levels. If they are initiated early in the planning stage, they can be integrated into the architectural design of a proposed project at little or no extra cost. Table 4-6 shows possible noise reduction from barriers.

TABLE 4-6
BARRIER NOISE REDUCTION

<u>Type</u>	<u>Noise Reduction</u>
Earth Berm ^a	Up to 15
Block Walls ^b	Up to 15
Trees and Shrubs ^c	3 to 5

- a The berm must be high enough to block line-of-sight situations.
- b Block walls must be high enough to block line-of-sight situation. Walls must be long enough to prevent noise from going around the ends of the structure.
- c Trees and shrubs must be mature and at least 100 feet in depth in order to attenuate noise by 3 to 5 dB.

Landscaping produces little physical noise reduction unless it is very dense and of significant depth. Its benefits include aesthetics and the possibility that it may change sound frequencies. Landscaping can be beneficial by beautifying berms, walls and setbacks that attenuate noise.

Noise Control at the Receptor

The control of noise at the receiver primarily focuses on isolating noise-sensitive activities from noise sources. Methods for noise control at receptors include locationing nonnoise sensitive uses within the 60 dB Ldn, planning site layouts to block noise transmission, incorporating design and construction techniques to insulate individual noise-sensitive buildings and redevelopment of noise impacted area with noise-compatible uses.

Summary

Noise control actions can be very effective. Some possible actions are summarized below.

- Acoustical Site Planning

- Increase the distance from noise source to receiver.
- Minimize wall surfaces that are oriented directly toward noise source.
- Cluster noise-sensitive development.

- Acoustical Architectural Design

- Reduce window-to-wall percentages (window area to wall size).
- Locate noise-sensitive rooms away from the noise source.
- Locate balconies on the sides of homes that are opposite the noise source.

- Acoustical Construction

- Construct walls with greater sound insulation capabilities.
- Minimize the area of windows that are oriented toward the noise source.
- Provide air conditioning, thus lessening the need to open windows for cool ventilation.
- Increase thickness of glass on windows.
- Install double-glazed windows.
- Install fixed pane windows.

- Barriers

- Construct earth berms or walls between the noise source and receptor to decrease noise transmission.

4.5.2 Issues

Noise Control issues that apply to the Carpinteria planting area include:

- Noise from transportation sources, including U. S. 101 and the Santa Fe Southern Pacific railroad contribute substantially to the noise environment of the City of Carpinteria. As development in the area and further urbanization in Carpinteria bring increases in traffic, the number of people adversely affected by noise could also increase. Stationary noise sources also have the potential to impact any noise-sensitive land uses nearby.
- Residential areas adjacent to U.S. Highway 101 are severely impacted by freeway noise that could be attenuated by the construction of a noise wall. Caltrans' policy is to provide funding for such walls only where the residential uses predated freeway construction. In Carpinteria, affected residential areas

were constructed after the freeway was built. Funding for the necessary noise-attenuation measures is a principal barrier to their construction.

4.5.3 Goals, Objectives and Policies

GOAL A

Carpinteria will protect the health, safety, and general welfare of the public from adverse noise impacts.

1. OBJECTIVE: To minimize noise impacts to existing land uses.

Policies

- 1.1 Carpinteria will incorporate noise considerations into the community planning process to prevent noise impacts to existing land uses. This will include the following:
 1. Restrict construction hours to minimize noise impacts to existing noise-sensitive land uses.
 2. Require new noise sources to be mitigated to an acceptable exterior level of 65 dB day-night average sound level (Ldn) or less at existing noise-sensitive land uses.
 3. Where new noise levels will exceed an exterior 60 dB Ldn at noise-sensitive locations, an acoustical analysis report shall be prepared showing noise mitigation measures where required to minimize noise impacts.
- 1.2 The City will adopt a noise-control ordinance to restrict noise impacts.

2. OBJECTIVE: To restrict future developments to noise compatible locations.

Policies

- 2.1 Carpinteria will plan noise-compatible land uses near existing and proposed transportation facilities.
- 2.2 Nonnoise-sensitive land uses will be encouraged along transportation routes.

- 2.3 An acoustical analysis report showing the ability to meet state noise insulation standards will be required for all residential developments within a 60 dB Ldn or higher.
- 2.4 Noise-sensitive land uses will not be allowed within an exterior transportation source of 65 Ldn or higher unless noise mitigation measures have been incorporated into the design of the project to reduce the noise levels to less than 65 dB Ldn at all exterior living space including single-family yards and multiple-family patios, balconies, pool areas, cook-out areas and recreation areas.
- 2.5 Interior noise levels at noise-sensitive land uses shall be mitigated to 45 dB Ldn or less.
- 2.6 The City will enforce the California Noise Insulation Standards (Title 25 California Administrative Code) to ensure an acceptable multiple-family interior noise level of 45 dB CNEL in habitable rooms.
- 2.7 Carpinteria will avoid locating noise-sensitive land uses near stationary noise sources.
- 2.8 Major noise sources will be concentrated in areas of compatible uses.
- 2.9 An acoustical analysis report showing the ability to meet state noise insulation standards will be required for all residential developments exposed to 60 dB Ldn or higher.
- 2.10 Noise-sensitive land uses will not be allowed within an exterior stationary source 65 Ldn or higher unless noise mitigation measures have been incorporated into the design of the project to reduce the noise levels to less than 65 dB Ldn at all exterior living space including single-family yards and multiple-family patios, balconies, pool areas, cook-out areas and recreation areas.
- 2.11 Interior noise levels at noise sensitive land uses shall be mitigated to 45 dB Ldn or less.

3. OBJECTIVE: Carpinteria will cooperate with all levels of government to reduce noise impacts.

Policies

- 3.1 Carpinteria will enforce the California Noise Insulation Standards (Title 25 California Administrative Code) for multiple-family dwellings to ensure an acceptable interior noise level of 45 dB Ldn in habitable rooms and to maintain adequate noise isolation between attached units as follows:

- a. A Sound Transmission Class (STC) rating of 50 in all party walls and floor/ceiling assemblies separating individual units.
- b. An Impact Isolation Class (IIC) rating of 50 in all floor/ceiling assemblies separating individual units.
- c. Adequate isolation of plumbing in wall structures to minimize noise impacts caused by piping, fixtures, etc., shall be incorporated into the design of the project.

- 3.2 Carpinteria will cooperate with Santa Barbara County and other government agencies to promote noise compatible development.

- 3.3 Carpinteria will encourage the control of transportation noise as the most effective means of reducing noise in the community.

4. OBJECTIVE: Carpinteria will inform residents of the affects of noise pollution.

Policies

- 4.1 Carpinteria will provide information to the public regarding the health effects of high noise levels and means to reduce noise levels and their impacts.

Implementation

The City of Carpinteria can achieve a noise compatible environment through comprehensive land use planning. Proposed development should be evaluated in

terms of the projected impact from future noise sources and the application of the City's objectives and policies. The planning department is responsible for project review. Proposed noise-sensitive projects impacted by a 60 dB Ldn or greater would require additional acoustical analysis to achieve acceptable interior and exterior noise levels. Noise-sensitive land uses are residential, including single- and multiple-family dwellings, mobile home parks, dormitories and similar uses; transient lodging, including hotels, motels and similar uses; hospitals, nursing homes, convalescent hospitals and other facilities for long-term medical care; and public or private educational facilities, libraries, churches and places of public assembly. Acoustical analyses shall be prepared by a qualified acoustical engineer with experience in environmental noise assessment and noise control design and reviewed by the planning department. Possible mitigation measures to achieve compatibility are discussed in the noise mitigation section.

The primary administrative controls to prevent noise and land use incompatibilities, are the General Plan, zoning ordinance and the adoption of a noise ordinance. For the City of Carpinteria to achieve noise and land use compatibility, it is imperative that mitigation measures and/or restrictions be imposed on future noise sensitive developments proposed within 60 dB Ldn contours. Noise-sensitive developments proposed near existing stationary noise sources generating noise levels exceeding 60 dB Ldn should also be reviewed. The submittal of an acoustical analysis report to the planning department is the vehicle to evaluate proposed projects. The incorporation of mitigation measures as described in Section 5.0 and other actions may enable a project to comply with exterior and interior noise compatibility criteria. However, the planning department should evaluate each project individually.

The City may wish to consider to adoption of a noise ordinance. A noise ordinance is primarily directed at controlling noise from stationary sources and its intrusion onto adjacent properties. The adoption and enforcement of a noise ordinance is very effective in controlling nontransportation noise sources. However, adoption of a noise ordinance would impose administration and enforcement costs.

4.6 HAZARDOUS MATERIALS

4.6.1 Setting

(Will be provided in Phase II.)

4.6.1.1 Hazardous Waste Emergencies

Specific inspection criteria should be established by qualified structural engineers. Buildings that could be classified as having a high damageability rating should be inspected first. A high priority should be placed on evaluating the seismic vulnerability of facilities that handle explosive, flammable or toxic materials.

4.7 SUMMARY: HEALTH AND SAFETY HAZARDS ELEMENT

The summary of the Health and Safety Hazards Plan Element includes a Land Use Constraints Map (Figure 4-9) which provides a comprehensive illustration of limits to urban development as a result of hazardous conditions or man-made limitations. Within these areas, development must be curtailed or restricted to protect the public health and safety. At a minimum, special design consideration must be devised to protect urban development within these areas.

The two significant categories of constraints are environmental hazards or limitations, and limitations resulting from the activities of man.

4.7.1 Environmental Constraints

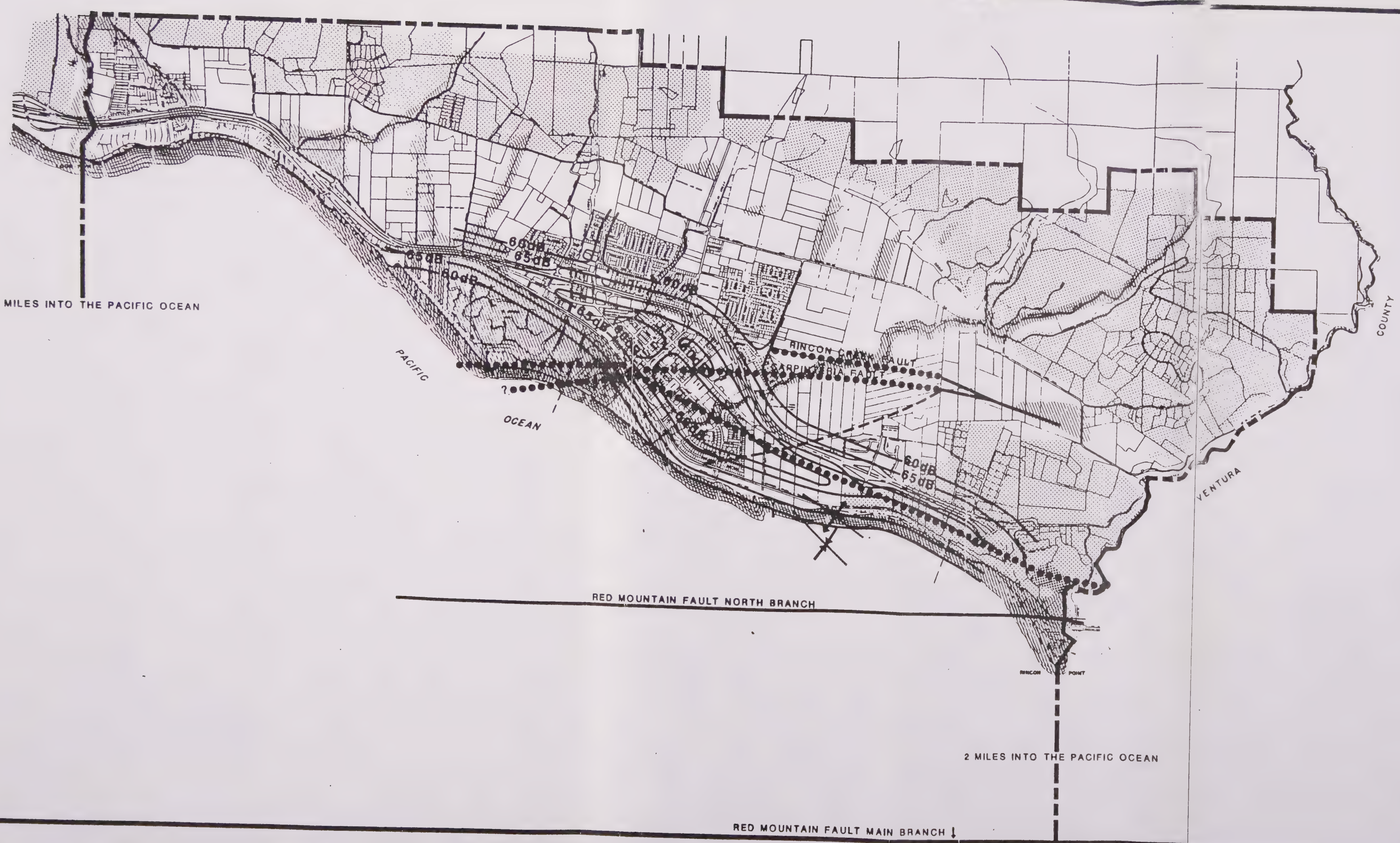
- Geologic hazards shown on the map include the local and potentially active Carpinteria, Red Mountain and Rincon Creek faults and regionally active Mesa, Santa Ynez and San Andreas faults. Seismic-related hazards also may limit development. These hazards include slope instability and liquefaction. High slope instability only occurs near Rincon Point. Low slope instability areas are located in the southeast planning area and along the foothills of the Santa Ynez Mountains. Liquefaction hazards are believed to only be located south of U.S. 101, above areas of high groundwater (please refer to the Santa Barbara County Comprehensive Plan, Seismic Safety and Safety Element).
- Soil hazards related to expansive, compressible and collapsible soils, as well as soil creep, pose potential development constraints in the planning area. Expansive, compressible and collapsible soils occur in various portions of the Carpinteria planning area, whereas soil creep is primarily limited to hillside areas (please refer to the Santa Barbara County Comprehensive Plan, Seismic Safety and Safety Element for locations). One-hundred-year flood hazard areas also act as a constraint to development. These areas include all the creeks, the El Estero Marsh, margins of the Pacific coastline, portions of the U.S. 101 freeway and isolated areas at the base of the Santa Ynez Mountains.
- Areas of high groundwater (please refer to Figure 3-3, Water Resources) may cause limitations to development of large structures or those with deep foundations.
- High fire hazards, particularly in mountainous areas, may pose a threat to development in the planning area (please refer to Figure 4-4, Fire Hazards).

4.7.2 Man-Made Constraints

- Significant noise resulting from automobile and railroad traffic can limit what types of development occurs in areas (particularly residential and health care).

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LAND USE CONSTRAINTS

LEGEND

- CONCEALED FAULT
- KNOWN FAULT
- INFERRED FAULT
- LOCATION UNCERTAIN
- AXIS OF ANTICLINE, DIRECTION OF PLUNGE
- AXIS OF SYNCLINE, DIRECTION OF PLUNGE
- LOW NO VARIATION
- LOW +1(MODERATE)+2(HIGH)
- HIGH -1(MODERATE)
- PLANNING AREA BOUNDARY
- dB Ldn NOISE CONTOUR LINE
- ZONE A: 100 YEAR FLOOD BOUNDARY
- ZONE B: 500 YEAR FLOOD BOUNDARY

NOTE:
Slope stability locations
are derived from the Santa Barbara
County Comprehensive Plan.
Fault locations are approximate.

CARPINTERIA GENERAL PLAN

FIGURE 4-9



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5.0 LAND USE AND COMMUNITY DEVELOPMENT ELEMENT

5.1 INTRODUCTION

The Land Use and Community Development Element is a culmination of the effort to shape the Carpinteria community. The purpose of this element is to establish land uses and land use patterns to guide future physical development in the Carpinteria planning area.

The Land Use and Community Development Element synthesizes constraints as identified in the Environmental Resources Element and Health and Safety Hazards Element and provides guidelines for the physical support of the policies outlined in those elements. In addition, it establishes guidelines to provide a quality of living by maintaining community character, and distributing land uses to balance opportunities for all economic and social segments of Carpinteria.

Figure 5-1 (Plan Development Process), illustrates the fundamental process leading to the development of an effective land use plan.

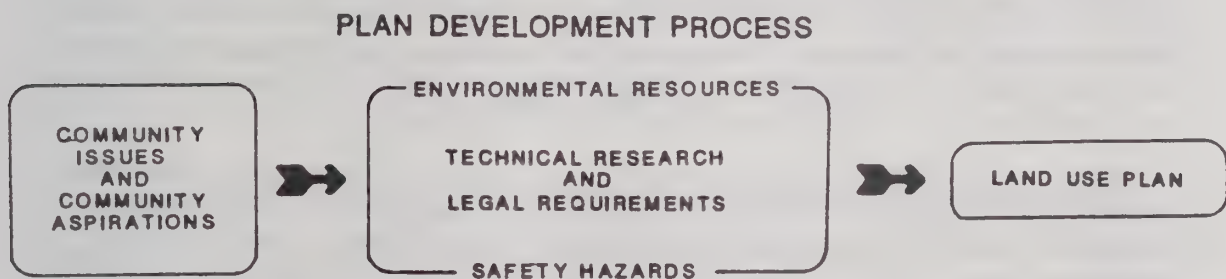


FIGURE 5-1

The result of the plan development process is an overriding goal for the land use and community development chapter to construct a plan that establishes compatible urban land uses, provides the citizens safe and efficient transportation, offers varied housing and employment opportunities, maintains a high level of public services and infrastructure and creates a pleasing urban environment.

To address the complex features of this element, it has been divided into sections, each of which discusses issues and constraints, and sets forth goals, objectives and policies. The sections, identified by section number and issue area, are briefly described below.

- Section 5.2, Land Use. This section outlines guidelines and a land use map intended to achieve a goal of a balanced urban development pattern that conserves environmental resources and protects the community from health and safety hazards. The land use map graphically describes the physical arrangement of the planning area. The map is supported by text that describes in detail the categories of land uses and their relationships.
- Section 5.3, Circulation. This section outlines a transportation network that will provide for the safe and efficient movement of goods and people through the planning area. A map with supporting objectives and policies is illustrated with the intent of developing the transportation network. The network must meet travel and circulation standards sufficient to accommodate the land used designated in the land use section. Additionally, a brief assessment is provided outlining a series of scenic roadway corridors that take advantage of the visual and aesthetic resources identified in the open space resources section.
- Section 5.4, Housing. This section presents data, socioeconomic characteristics, and a population growth profile within the housing section. This section strives to achieve specific housing goals with an overriding goal of providing adequate and affordable housing for all segments of the community. The housing section utilizes demographic projections and surveys of existing housing stock, condition, and vacancy to establish housing development needs. These needs are then considered in the process of balancing land uses and providing transportation networks and urban services.
- Section 5.5, Services and Infrastructure. After evaluating existing public services and infrastructure, the services and infrastructure section outlines objectives and policies for achieving a goal of assuring the timely development and maintenance of services and infrastructure to maximize the public health, safety and welfare of Carpinteria community residents.
- Section 5.6, Community Design. This section is directed at meeting the goal of identifying standards and policies for urban design that will lead to a functional, visually appealing community. This section emphasizes the interrelationship with the natural environment; i.e., the design of buildings, roads, parks, neighborhoods, etc. This section on community design guidelines may be utilized by the Planning Commission, Architectural Review Board, and other decision-making bodies to evaluate the consistency between new urban development proposals and expressed community objectives.
- Section 5.7, Emergency Services Plan. This section is a description of the content and use of the City's Response Emergency Plan.
- Section 5.8, Implementation Summary. This section recognizes that the General Plan is only valuable if the goals, objectives and policies described in the text are implemented. This section contains a full discussion of measures used to implement the general plan, including regulatory actions, intergovernmental coordination and financing tools.

5.2 LAND USE

The land use portion of the Land Use and Community Development Element is a combination of written and graphic guidelines to designate uses of land, building intensities and land use interface policies for future development. It has a direct relationship to nearly all of the other sections of the plan, most directly with the circulation section. It is normally the section most closely associated with the General Plan of a community. The land use section is divided into Section 5.2.1, Planning Background and Section 5.2.2, The Land Use Plan.

Section 5.2.1 provides information for the preparation of a plan and contains:

- Reference to existing setting and demographics.
- Listing of issues, assumptions and objectives.
- Presentation of constraints map.

Section 5.2.2 presents the functional outline for the physical development of the Carpinteria community. This section illustrates the land use distribution that ensures the logical organization of uses in a functional and aesthetic pattern. It then contains the written to support this organization of land uses.

Section 5.2.2.2 provides guidelines used by this plan to realize Carpinteria's goals. Section 5.8 describes programs and mechanisms to attain the desired result as illustrated on the Land Use Plan Map, Figure 5-2.

It is important to note that the policies used in this section should be frequently referenced by all decision makers, and any other parties interested in the plan. This section is written with the simplicity and organization needed for easy reference and utilization.

5.2.1 Planning Background

The Planning Background subsection contains a brief overview of information relevant to the process of shaping the land use plan.

FIGURE 5-2
LAND USE PLAN MAP

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

5.2.1.1 Existing Land Use and Conditions

In formulating a plan, it is important to establish existing conditions for the planning area. Because this plan is presented as an integrated document, the use of referencing pertinent sections is as easy as it is desirable. Existing development patterns, housing/population data, and environmental information are combined to describe existing conditions. Relevant settings for land use are thoroughly described in sections as follows:

- Existing Development Patterns: Chapter 6.0, Section 5.4 (MEIR)
- Population/Housing Data: Chapter 5.0, Section 5.4
- Environmental and Safety Hazard Constraints: Chapter 3.0, Section 3.8; Chapter 4.0, Section 4.7

5.2.1.2 Issues and Assumptions

This portion of land use summarizes community issues as derived from the Citizen's Advisory Board, the City planning staff, land use survey and technical research. The assumptions for the land use plan are also given.

The issues identified for the planning area are provided below by topic area.

- Land Use - General
 - Additional parks are needed in planning Subareas 1 and 2.
 - Industrial uses should be relocated out of the Linden Avenue commercial area to retain the character of the area.
 - The preference is to provide more multiple-family residences south of U. S. 101 and fewer north of U. S. 101. Additionally, there is a preference to maintain low-density residential north of U. S. 101.
 - Desire for a balanced community—a mixture of land uses throughout the community that provides housing types, employment opportunities and shopping opportunities to meet the needs of the community.
 - Need for mechanisms that ensure high quality development.
 - Need to provide planning mechanisms that ensure adequate buffering between incompatible uses.

- Need to improve targeted corridor's appearance and function.
- Need to provide programs that ensure the best use of land in response to limited land and needed resources.
- Need to preserve the character of the community and the scenic qualities that create such character.

- Commercial

- Linden Avenue's commercial vitality is declining. There is a need to ensure that Linden Avenue and other commercial areas will remain economically vital/viable.
- Tourism should be maintained as a revenue source, and in balance with the stable residential population of the City.
- Specific commercial needs include preventing the fragmentation of commercial areas and developing more commercial activity near the Southern Pacific Railroad tracks at Linden Avenue.
- Maintain commercial uses at the smaller "scale" of the City.
- Desire to maintain tourism as a balanced factor related to the stable residential population of the City.
- The City needs to continue to provide employment opportunities for local citizens.
- More commercial is needed at the west end of the planning area to accommodate auto and other repair shops.

- Agricultural

- Recognition that the agricultural industry should be maintained.
- The City recognizes the economic and aesthetic (open space) value of the agricultural and greenhouse segment and the need for maintaining it as a contributing force to the rural character in the community.
- To reduce the loss of agricultural lands, the City will encourage low-density housing north of U.S. Highway 101.
- Agriculture should continue to be a priority in the determination of water allocation in the Carpinteria Valley.
- The need to adequately buffer agricultural uses from residential uses.

- Industrial

- Need to balance adequate employment areas with residential, commercial, agriculture and other support uses in the City.

- Need to control truck uses that serve the industrial and commercial facilities.
- Need to provide adequate buffer criteria where industrial uses abut less intense uses.
- Need to assure appropriate monitoring of hazardous substances used by industry, both onsite and "in route" to and from the sites.
- Need to allocate land for employment related uses adequate to provide employment for the community's future.

● Circulation

- The current circulation system does not offer a reasonable east/west through road north of U.S. Highway 101 or adequate north/south connection from Via Real to Foothill Road.
- Need to provide roadway improvements regarding pavement, curbs, gutters and sidewalks.
- Improved access, particularly in freeway overpasses, should be sought. These overpasses should be widened for better seismic safety evacuation and improved traffic flow.
- Direct freeway access is sometimes inconvenient due to inadequate ramp configuration and directional access.
- Parking availability is limited, particularly in the Linden Avenue commercial area.
- A convenient pedestrian sidewalk and bikeway system needs to be provided within the city.
- Major local roadways (e.g., Carpinteria Avenue, Casitas Pass, Linden Avenue) needs current, and particularly future, improvements to maintain safe and convenient traffic flow.
- Santa Monica Road has a number of dangerous curves. A straighter alignment of this road is needed.
- Roads are discontinuous and should be connected for a smoother traffic flow. These streets include Via Real and El Carro Lane.
- Truck routes need to be identified for interstate-sized trucks to permit access to retailers and wholesalers at a minimum of disruption to daily city and residential traffic.
- Pedestrian access across U. S. 101 is very limited and is especially needed along Vallecito Road.
- To protect the safety of Carpinteria community, hazardous overnight truck stops should not be permitted within the Carpinteria planning area.

- Two roadways that cross Railroad tracks can sometimes become obstructed by trains for long periods of time. An additional road crossing over the tracks would minimize this conflict.

- Residential

- The need to examine mixed-use residential options (such as residential and commercial along Linden Avenue).
- The need to continue to provide residential development for the elderly and economically disadvantaged.
- The need to maximize design controls and encourage innovative design in residential developments.
- The need to provide housing for both permanent and seasonal residents, including low-cost, multiple, and rental and hotel/motel (tourist-oriented).
- Carpinteria has land available to offer large-lot residential areas (north of U. S. 101). Based upon the availability of public services and utilities, the City could consider offering residential areas for one-quarter, one-third or one-half-acre lots.

- Public Services and Facilities

- Need to ensure adequate water supply for drinking, fire protection and daily use.
- The City needs to improve existing, and provide new, drainage facilities consistent with community growth.
- Improvement in drainage (runoff) from agriculture needs to be sought to minimize percolation of pesticides into the water supply.
- Good quality infrastructure, such as drainage, sewer, water, and public services, such as police, fire and schools needs to continue throughout growth in the planning area.

- Community Character

- The beach should be maintained as a quiet tourist destination point.
- The "small town" character should be encouraged in all physical features of the City (e.g., landscaping, architecture).
- Improve "image" of City, especially at major entry areas (within means; e.g., water limitations versus lush landscaping).
- Need for open space/architectural design guidelines for industrial areas.
- Provide a pier.
- Carpinteria recognizes its unique coastal border, and therefore must preserve several public accessways to its beaches.

- Views to the ocean may become obstructed by new development that may occur.
- Preservation of community character (recognition of close association with the ocean/beach.)
- Maintain low community noise levels by establishing sound-attenuating measures between major roadways and residential areas.

5.2.1.3 Assumptions

The assumptions used in developing the Land Use and Community Development Element are provided below.

- Carpinteria lies directly in the path of major urbanization extending northerly and southerly from Santa Barbara and Ventura Counties; therefore, preparation of a comprehensive response for such urbanization is necessary.
- Having decided to use the General Plan as the major tool for responding to this impending urbanization, Carpinteria must establish policies and techniques best able to balance community desires and development pressures.
- When properly designed and used, the General Plan process becomes a comprehensive technique for mitigating environmental impacts. The selection of goals and objectives combined with implementation strategies shape urban forms while diminishing the negative aspects of such change.
- That critical services and utilities will limit the rate of development in the community.
- That the plan will need to be consistent with the City's adopted Local Coastal Plan.
- That the entire Carpinteria Valley maintains a close relationship to the City of Carpinteria and therefore should be included in the community's general plan.

5.2.1.4 Land Use and Service Constraints

Land Use Constraints

Development of the land use map requires consideration of the health and safety hazards and sensitive land areas that constrain the location and extent of land uses in

the planning area. Such constraints may require development to be prohibited, restricted or controlled with regard to design and construction standards.

A synthesis of health and safety constraints is found in Chapter 4.0, Section 4.7 and is graphically presented in the Land Use Constraints Map, Figure 4-9. Preservation of some environmental resources outlined in Chapter 3.0 may also limit the scope and location of development. Finally, those areas with the most severe constraints to development are identified as Special Study Zones (please refer to Section 5.2.2.4). The purpose of such special study zones is to identify issues and establish specific development programs designed to respond to the problems of each area.

Service Constraints

Appropriate growth within the planning area is dependent upon the development of adequate new infrastructure and service facilities. Urban development will be constrained in accordance with the availability of water, sewer, electrical, and other essential urban services.

The impact of servicing constraints on urban growth can be reduced by the careful design and timing of new urban service extensions. Careful timing and design can be achieved by development of master servicing plans for each necessary public service. In addition, a thorough fiscal development program is needed to guarantee the long-term development and maintenance of the essential urban services.

5.2.2 The Land Use Plan

The Land Use Plan for the City of Carpinteria represents the efforts of Carpinteria citizens, the city staff, the Planning Commission and the City Council to plan for the physical development of the Carpinteria planning area. The planning area includes the sphere of influence and urban/rural boundaries for the city and extends inland to the Los Padres National Forest limits. Therefore, the planning area includes urbanized portions of the City as well as land between and immediately adjacent to, these developed areas (refer to Figure 1-2). The Element presents a plan for the area's use that reflects the social and economic needs of the public for the present as well as for the foreseeable future.

The land use plan section of the Carpinteria General Plan contains the following sections:

- Section 5.2.2.1 The Land Use Plan Map and Description
- Section 5.2.2.2 Goals, Objectives, Policies and Programs
- Section 5.2.2.3 A description of the Planning Subareas
- Section 5.2.2.4 Special Study Zones

The importance of the land use plan section cannot be overstated, as this section establishes the land use framework with guidelines. All other portions of the land use and community development chapter describe provisions of services or offer guidance on the implementation on portions of this land use plan.

5.2.2.1 The Land Use Plan Map

Land Use is the major focus of a General Plan. The graphic display of this plan in the form of a land use map is usually the center of attention of all interested parties (see Figure 5-2, Land Use Plan Map). It is important that this map be accurate, because it illustrates Carpinteria's goals and policies. It is understood that this map cannot stand isolated. The map is an integrated part of the plan. Any changes made must include revisions to all affected portions (text and graphic) of the General Plan.

There are seven categories of land use:

1. Low-Density Residential
2. Multiple-Family Residential
3. Commercial
4. Industrial
5. Public Facilities
6. Parks/Open Space
7. Agriculture

The land use categories are defined as follows:

1. Low Density Residential. This designation includes all detached, single family residences of 0.3 dwelling units per acre (du/ac) to 4.6 du/ac. This designation covers a single family category which ranges from the large lot rural lifestyle to the traditional single-family detached 7,000-square foot lot neighborhoods.
2. Multiple Family Residential. All detached or attached single family residential units of densities between 4.7 du/ac to 20 du/ac are included under this category. This designation covers a spectrum of attached and detached residential types ranging from single-family detached (small lot) subdivisions to attached apartments, townhouses and condominiums. Depending on parcel size, housing types can be innovatively designed with clustering and other techniques through a planned unit development (PUD) approach.
3. Commercial. Commercial encompasses a broad range of retail related uses which include:
 - a. General Commercial is characterized by a mixture of retail, wholesale, service and office uses, usually located along the major circulation corridors. A variety of commercial intensities may be found in this category.
 - b. Central Business District is a designation identifying the existing old business district, and surrounding area. Revitalization of this district has been a major focus of the City. The CBD is characterized by a variety of financial offices, shops, specialty shops, entertainment centers, and residential uses. This section of the city will also emphasize the old town image and rely heavily on pedestrian use and access.
4. Industrial. This category is designated in a variety of locations and includes the following types of industrial/employment uses.
 - a. General Industry includes lighter processing, assembly, packaging, wholesale and service-related industries.
 - b. Coastal Dependent Uses is a designation provided for those industrial uses that are responsive to needs related directly to coastal industries. An example of such use includes the pipeline/gas processing facility provided in support of the offshore oil industry.
 - c. Research/Development is a category characterized by well designed groups of office, research and development and ultra-light industrial uses. Typically, these uses have relatively high numbers of employees, are aesthetically attractive and are compatible with less intense (residential) uses.
5. Public Facility. All police, fire, school, water, utility, sewer or other municipal services, and churches, boys/girls clubs, libraries, or other publicly oriented uses.
6. Parks/Open Space. This category is recreational type areas (passive and active), including City parks, beaches, golf courses and related uses.

Additionally, the open space category is a designation for areas considered valuable natural resources, sensitive habitats, unique environments or areas of cultural/historic value. Often hazardous areas or areas unsuited for development are similarly designated under this category.

7. Agricultural. This category is placed upon areas set aside for continued agricultural production. These areas are predominantly located upon various categories of fertile (prime) soils.

Table 5-1 summarizes the acreage within each land use category.

TABLE 5-1
PROPOSED LAND USES

<u>Land Use Category</u>	<u>Proposed Land-Use Plan (acres)</u>	<u>Percentage of Plan Area</u>
Low-Density Residential (County)	630	
Low-Density Residential	525	15.7
Multiple-Family Residential	470	7.6
Commercial	170	2.2
Industrial	260	3.4
Public Facilities	260	3.3
Parks/Open Space	160	2.1
Agriculture	<u>5,120</u>	<u>65.7</u>
Total	7,595 ^a	100

- a The acreage for unincorporated Carpinteria planning area is taken from Table 1 of the Draft Carpinteria Water Allocation Program, dated January 1986. Boundaries of the Water Allocation Program Study may not coincide with Carpinteria Planning Area, but is sufficiently close to estimate acreage and plan. To simplify this table all acreage figures have been rounded to the nearest 10.

An estimated maximum population for the proposed General Plan can be calculated by examining residential land uses more closely. Probable population maximum under the proposed plan is between 15,000 and 20,000.

It should be noted that the General Plan Map further articulates the agricultural designated areas permitting recognition of county areas already developed in appropriate ways, such as the Lions Club Park/Fire Station area. Refined numbers and further planning articulation in this nonincorporated portion of the plan area will be the subject of future General Plan amendments (Phase II).

5.2.2.2 Goals, Objectives and Policies

1. OBJECTIVE: To develop land use patterns with appropriately placed intensities, establish compatible urban/rural land use patterns, provide safe and efficient transportation routes, offer varied housing and employment opportunities, maintain the community's exceptional living environment.

Policies

- 1.1 The City will establish and maintain a development strategy relating economic growth, logical land use patterns, and service utility timing for a balanced community.
- 1.2 The City will discourage urbanization in areas with significant potential for risk to life and property.
- 1.3 The City will promote urban conservation through infilling and upgrading existing community areas.
- 1.4 The City will promote the highest and best use of land (urban conservation) by use of specific plans in critical areas.
- 1.5 The City will promote development approaches and techniques that provide a broad range of housing opportunities and prices while encouraging exceptional design amenities.
- 1.6 The City will promote greater efficiency in transportation through the logical placement of land uses and intensities.
- 1.7 The City will maintain a balance between job and housing opportunities and support commercial uses.

- 1.8 The City will strive to develop and maintain urban service programs that establish a schedule for providing urban services commensurate with ongoing residential development, assuring that financing is available to provide minimum necessary and essential facilities and services.
- 1.9 The City will strive to develop planning review procedures that allow the implementation of city policies through fair and consistent standards. These efforts should promote the health, safety and welfare of the community while protecting the environment.
- 1.10 The City will strive to maximize public access to natural resources where appropriate.
- 1.11 The City will strive to locate basic public facilities and services in a relationship to their user groups that will minimize the need for supplemental transportation systems.
- 1.12 The City will strive to buffer land uses of significant environmental impact from land uses sensitive to those impacts.
- 1.13 The City will strive to develop land use patterns that encourage transportation opportunities other than the automobile.
- 1.14 The City will strive to identify implementation techniques that allow alternative forms of density compensation for senior housing and similar uses.
- 1.15 The City will strive to connect schools, parks and local commercial areas to residential areas by a system of pathways or trails, where possible.
- 1.16 The City will interpret the General Plan (Land Use Plan Map) in a manner that will encourage the logical configuration of land uses within a given area.
- 1.17 The City will develop a plan that outlines methods requiring new development to maintain services and provide utilities without impacting the existing community.

- 1.18 The City will actively pursue major studies and plans not completed by this plan; i.e., the sewer master plan.
- 1.19 The City will develop innovative solutions to current development dilemmas such as storm drainage systems.
- 1.20 The City will actively endeavor to develop programs/plans to revitalize the downtown area through a specific plan, or equally effective mechanism to reestablish it as the cultural commercial hub of the City.
- 1.21 The City should consider quality design, and land use interfacing aspects of a proposal when reviewing commercial or other development projects.
- 1.22 The City shall endeavor to provide retail opportunities for the City's full range of retail needs.
- 1.23 The City should develop mechanisms that ensure high aesthetic quality in development.
- 1.24 The City should endeavor to provide assist-type programs to rehabilitate and improve its existing commercial and residential structures.
- 1.25 The City shall strive to obtain a balance between jobs and workers residing in Carpinteria.
- 1.26 The City should selectively seek to attract a broad range of employment centers.
- 1.27 The rates and effects of residential and industrial growth should be monitored to assure that the City's fiscal balance of land uses and tax base is improved, and to assure that progress is made toward achieving parity between employment opportunities and resident workers.
- 1.28 The City shall strive to coordinate local planning efforts to assure land use compatibility and proper buffering techniques, and to establish cohesive land use patterns.

1.29 The City should review and update Carpinteria's recreational plan to incorporate:

1. New sites needed within existing neighborhoods and the planning area as a whole, anticipating the long-term recreational needs of the city.
2. Identification of additional locations for a bicycle/pedestrian greenbelt network.
3. Buffering techniques for open space areas.

1.30 The City shall maintain open space designations or other protection regulations on land where developed land use intensities create risk associated with public safety.

1.31 The City shall protect public access to natural resources where appropriate.

1.32 The City should use open space to buffer land uses of significant environmental impact from land uses sensitive to those impacts.

5.2.2.3 Planning Subareas

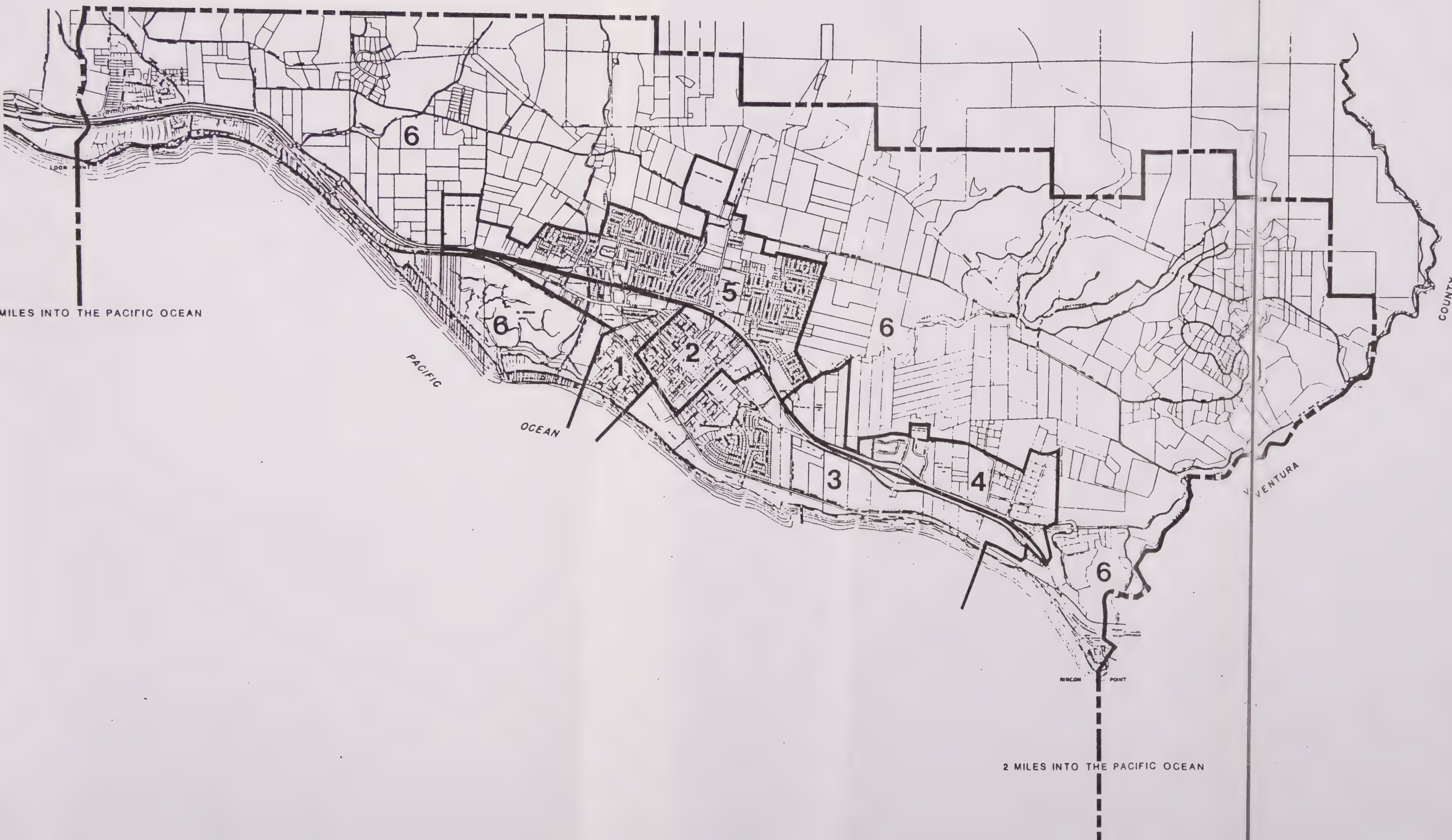
A variety of land uses and issues exist in developing a planning program for Carpinteria. A pattern of areas with similar characteristics emerged during research and analysis efforts. Resolving these land use and servicing issues prompted the plan to identify plan subareas (Figure 5-3, Planning Subareas). Descriptions of these subareas follow:

Subarea 1 contains that part of Carpinteria which is characterized as the older beach area and the west end of Carpinteria Avenue. Generally, this area has full urban services, infrastructure and is predominantly multiple-family, commercial and public institutional in land use pattern. Table 5-2 provides comparison between existing land use, existing zoning and the general plan designations.

TABLE 5-2
PLANNING SUBAREA 1 - DISTRIBUTION OF LAND
(in acres)

	<u>Land Use Survey</u>	<u>Percent of Total</u>	<u>Existing Zoning</u>	<u>Percent of Total</u>	<u>Land Use Element^a</u>	<u>Percent of Total</u>
Low-Density Residential	41	24	0	0	0	0
Multiple-Family Residential	61	37	114	68	121	74
Commercial	52	31	41	25	32	20
Industrial	0	0	0	0	0	0
Public Facilities	13	8	12	7	11	7
Parks/Open Space	0	0	0	0	0	0
Agriculture	0	0	0	0	0	0
Vacant	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	167	100	167	100	164	101

^a Includes the Carpinteria sphere of influence, outside incorporated Carpinteria. No Percentages in each planning area may not total 100 percent due to rounding.



PLANNING SUBAREAS

LEGEND

- PLANNING SUB-AREAS
- PLANNING AREA BOUNDARY

NOTE: NUMBERS DENOTE PLANNING SUB-AREAS.

CARPINTERIA GENERAL PLAN

FIGURE 5-3

North

0 1250 2500 FEET

Michael Brandman Associates

- Subarea 2 is that part of the plan area which includes the downtown. This area also is fully served with sewers water and other infrastructure and is mostly built-out. As Table 5-3 displays, the area is, or will become, mostly commercial with some residential along the outer edge. One major change under the General Plan within this subarea is the transition of industrial areas (east of Linden and south of 6th Street) into a visitor serving commercial designation.

TABLE 5-3

PLANNING SUBAREA 2 - DISTRIBUTION OF LAND
(in acres)

	<u>Land Use Survey</u>	<u>Percent of Total</u>	<u>Existing Zoning</u>	<u>Percent of Total</u>	<u>Land Use Element^a</u>	<u>Percent of Total</u>
Low-Density Residential	41	29	0	0	0	0
Multiple-Family Residential	21	15	50	36	46	33
Commercial	50	36	70	50	79	57
Industrial	13	9	10	7	0	0
Public Facilities	14	10	9	6	14	10
Parks/Open Space	0	0	0	0	0	0
Agriculture	0	0	0	0	0	0
Vacant	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	139	99	139	99	139	100

- a Includes the Carpinteria sphere of influence, outside incorporated Carpinteria. Note: Percentages in each planning area may not total 100 percent due to rounding.

- Subarea 3 includes a variety of land uses and land use issues. Toward the west this subarea has character similar to Subarea 2, with multiple-family/ single-family and institutional uses. Along Carpinteria Avenue and north to U.S. 101, the designation is commercial use. The Concha Loma single-family residential area is located in the central portion of this subarea, with coastal dependent industry transition to the "bluffs" area to the east. The bluffs area is one area targeted for the specific plan process. This is determined to be the only suitable planning mechanism for evaluation and ultimate implementation of potential development of this most critical sector of the community. Table 5-4 displays the vacant bluffs area and other uses as described above.

TABLE 5-4
PLANNING SUBAREA 3 - DISTRIBUTION OF LAND
(in acres)

	<u>Land Use Survey</u>	<u>Percent of Total</u>	<u>Existing Zoning)</u>	<u>Percent of Total</u>	<u>Land Use Element^a</u>	<u>Percent of Total</u>
Low-Density Residential	98	22	8	2	90	19
Multiple-Family Residential	9	2	170	39	120	25
Commercial	27	6	38	9	32	7
Industrial	91	21	140	32	135	29
Public Facilities	25	6	22	5	28	6
Parks/Open Space	56	13	58	13	66	14
Agriculture	0	0	0	0	0	0
Vacant	<u>130</u>	<u>30</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	436	100	436	100	471	100

- ^a Includes the Carpinteria sphere of influence, outside incorporated Carpinteria. Note: Percentages in each planning area may not total 100 percent due to rounding.

- Subarea 4 is generally characterized as the easterly urbanized section south of the freeway, anchored with ultralight industrial parks to the east and medium-range residential to the west. A mobile home park, storage facility and vacant land are found between. The vacant land (everything east of the mobile home park) is designated industrial (see Table 5-5 for details).

TABLE 5-5
PLANNING SUBAREA 4 - DISTRIBUTION OF LAND
(in acres)

	<u>Land Use Survey</u>	<u>Percent of Total</u>	<u>Existing Zoning</u>	<u>Percent of Total</u>	<u>Land Use Element^a</u>	<u>Percent of Total</u>
Low-Density Residential	0	0	0	0	0	0
Multiple-Family Residential	103	45	114	50	95	48
Commercial	0	0	0	0	0	0
Industrial	41	18	62	27	127	47
Public Facilities	0	0	0	0	0	0
Parks/Open Space	10	5	9	4	12	5
Agriculture	38	16	44	19	35	0
Vacant	<u>37</u>	<u>16</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	229	100	229	100	269	100

- a Includes the Carpinteria sphere of influence, outside incorporated Carpinteria. Note: Percentages in each planning area may not total 100 percent due to rounding.

- Subarea 5 is generally located in the central part of the general plan geographic area, and is characterized as predominantly low density residential with strategically placed institutional uses (schools, etc.) located in a variety of sites. Table 5-6 provides the statistical information relevant to this subarea. Several vacant sites along the freeway have been designated multiple-family to respond to locational constraints and community objectives. These are generally intended for senior housing use.

TABLE 5-6
PLANNING SUBAREA 5 - DISTRIBUTION OF LAND
(in acres)

	<u>Land Use Survey</u>	<u>Percent of Total</u>	<u>Existing Zoning</u>	<u>Percent of Total</u>	<u>Land Use Element^a</u>	<u>Percent of Total</u>
Low-Density Residential	360	67	349	65	424	70
Multiple-Family Residential	32	6	60	11	91	15
Commercial	0	0	20	4	20	3
Industrial	0	0	0	0	0	0
Public Facilities	79	15	80	15	53	9
Parks/Open Space	14	3	13	3	15	2
Agriculture	22	4	14	3	0	0
Vacant	<u>29</u>	<u>5</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Total	536	100	536	101	603	99

- a Includes the Carpinteria sphere of influence, outside incorporated Carpinteria. Note: Percentages in each planning area may not total 100 percent due to rounding.

- Subarea 6 is generally described as the agricultural county area north of the city. This broad area transitions from the urban use boundary, to the mountain foothills of the Los Padres National Forest. Existing land use, zoning and general plan designations are virtually the same as existing with large lot single-family residential, agricultural and open space/parks as the major use pattern (see Table 5-7). Substantial additional study is warranted in this subarea, for many critical issues facing the City pivot around this area.

TABLE 5-7

PLANNING SUBAREA 6 - DISTRIBUTION OF LAND^a
(in acres)

	Land Use Survey (Acres)	Percent of Total	Existing Zoning (Acres) ^b	Percent of Total	Land Use Element (Acres)	Percent of Total
Low-Density Residential	630.9 ^c	22		2	631	19
Multiple-Family Residential		2		39		25
Commercial	4.7	6		9	5	7
Industrial		21		32		29
Public Facilities	144.1	6		5	144	6
Parks/Open Space	1,867.4 ^d	13		13	1,867	14
Agriculture	3,503.7	0		0	3,504	0
Vacant	—	30	—	0	0	0
Total	6,150.8	100		100	6,151	100

- a Acreage totals are derived from the draft Carpinteria Water Allocation Program (Table 1), dated January 1986. The boundary of the water allocation study may not exactly coincide with the Planning Subarea 6 boundary, but is sufficiently close to make reasonable approximations of acreage and existing uses for the General Plan.
- b Santa Barbara County Zoning.
- c Information used in this table (see footnote a) does not distinguish between density of residential uses. Therefore, a portion of this figure could actually be multiple-family residential.
- d Data sources (see footnote a) do not distinguish between open space, vacant or park land uses.

5.2.2.4 Special Study Zones

The General Plan establishes special study zones to address specialized land use issue areas, significant land use interface issues, and to more adequately respond to major constraint elements of the city's environment. Periodically, the City may identify additional special study zones intended to assess and resolve new issues as the need warrants.

Through development of general plan revision, the City has identified areas where specialized study needs exist or may be expected in the future. Figure 5-4, Special Study Zones illustrates the approximate locations of these initial study areas. Boundaries of each are not distinct, but generally describe the outermost extent of the areas being studied.

The following descriptions explain the general purpose and direction of investigation for the initial special study zones.

The City may modify the boundaries and/or the extent of investigation as the need is determined to be relevant in the decision-making process.

It is anticipated that a broad range of implementation tools will be used to resolve the issues identified by the special study zone investigations. Special design policies, project development standards and special zoning requirements are examples of such tools.

- Downtown Business District Study Zone. An overlay zone has been designed to assess the revitalization needs for the downtown commercial core. This zone may be extended as necessary to address specific impacts that may affect the long-term stability of the central business district.

The special study zone coincides with a pending waterfront restoration plan that offers a cooperative planning opportunity with the Coastal Conservancy Commission to revitalize the downtown area. It is intended that the special study zone will be replaced by a downtown specific plan that will address pier and waterfront uses, circulation, land use, building design and renovation, landscaping, parking and other concerns influencing the waterfront health of the downtown commercial core. The special studies and subsequent specific plan will emphasize the objectives and design standards for community development described in the Community Design section of this chapter.

FIGURE 5-4
SPECIAL STUDY ZONES

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

- Carpinteria Corridor Special Study Zone

Transportation corridors may be periodically defined as special study areas for the purpose of assessing and mitigating land use impacts associated with rising demand for vehicular circulation. Carpinteria has been designated such a special study ne. Issues relevant to the Carpinteira Corridor are:

- Sufficient vehicular capacity.
 - Appropriate ingress and egress standards for adjacent uses.
 - Suitable truck route controls.
 - Adequate turning radii.
 - General appearance and design controls.
- Slope Stability, Fire Hazard and General Topographic Interface Study Area. An overlay zone generally located in the most northerly fringe of the planning area, is designated to resolve problems common to such areas that may be experienced in the future.
 - The El Estero Study Area. An overlay area established to monitor and assist in the effective preservation of this valuable estuary.
 - U.S. 101 Noise Corridor. This study (overlay) area is designated to allow the city resources and information to establish effective development mitigations and supplemental buffering techniques (in developed areas) adequately respond to freeway noise. This impact (freeway noise) affects the major part of the city.
 - Urban/Agricultural Interface Study Area. An overlay area targeting a band of land generally along the northern city limit. This study is intended to provide further insight and information on avenues to resolve the long standing buffer needs between the increasingly intensive agricultural uses to the north and the often impacted residential and urban uses adjacent. It is understood that this is an issue of significant importance and will therefore require thorough evaluation and scutiny before effectuation.
 - The Bluffs Special Study Zone. An overlay for this most critical stretch of vacant land along the east coastal area of the City. This study area, although reviewed in numerous CEQA/planning documents over the past several years, remains as one area in need of the most careful and thorough analysis prior to development review by the City's legislators. It is intended for this area to be processed within one of the state's most sophisticated tools for planning—the specific plan. It is felt that a full complement of design, environmental and aesthetic controls may be provided within this process.

The City's Local Coastal Plan includes significant text, policy and discussion regarding this area. Although the detail provided therein is not appropriate within a General Plan, two specific provisions are:

1. The density range for the bluff's area one sector shall be between 2 to 6 dwelling units per acre (du).
2. A specific plan shall be developed for this site prior to any development proposals.

5.2.2.5 General Plan/Zoning Consistency

Carpinteria has the legal responsibility to ensure that their General Plan land use designations and zoning designations are consistent. In this way, the City may appropriately amend zoning designations in an area while still reflecting the intent of the General Plan. Table 5-8 provides an easy reference for decision makers and the public to determine the zoning designations permitted within each general plan land use category.

TABLE 5-8
GENERAL PLAN/ZONING CONSISTENCY
(within City limits)

<u>General Plan Land Use Category</u>	<u>Consistent Zoning</u>
Low-Density Residential	R-1 ^a , Residential, Single-Family
Multiple-Family Residential	R-1 ^b , Residential, Single-Family PRD, Residential - Planned Residential Development PUD, Planned Unit Development MHP, Mobile Home Park
Commercial	CPD, Commercial Planned Development CB, Commercial - Central Business District
Industrial	M, General Industry M-RP, Research/Industrial Park M-CD, Coastal Dependent Industry
Public Facility	CF, Other - Community Facility UT, Other - Public Utility
Parks/Open Space	RES, Resort REC, Recreation
Agriculture	A, Agriculture

a Includes R-1 zones of 4-R-1 to 6-R-1.

b Includes R-1 zones of 7-R-1 up to 20-R-1.

5.3 CIRCULATION

5.3.1 Introduction

Transportation facilities and their location and accessibility, have been, and will continue to be, a major influence in shaping the form of Carpinteria. In addition to their primary purpose as carriers of people and goods, the City's roads influence the development pattern of the environment by affecting the location of housing, employment, recreation and commercial activity. The economic viability of each land use is dependent upon acceptable levels of access. An inadequate circulation system causes congestion and pollution resulting in losses of time and impacts to health.

By the nature of the function they serve, many of Carpinteria's roadways cross jurisdictional boundaries. As a consequence, decision making by the City regarding transportation may involve the State and the County, perhaps to the point of conflicting interests.

The circulation portion of the Carpinteria General Plan depicts road ways to ensure public mobility and access that will meet the needs of the existing and anticipated population of the City. The intent of the Circulation Plan is to preserve a corridor unobstructed by any permanent structure for future road right-of-way for each and every road shown on the Circulation Plan Map. In addition, the Circulation Plan is to provide for different types of transportation systems to satisfy the travel requirements of both the public and private sector.

Carpinteria intends to provide for a balanced transportation network that will provide for the safe and efficient movement of goods and people through the planning area. This will be accomplished by the development of road ways consistent with the standards and designations delineated on the Circulation Plan. Also, public and alternative transportation opportunities, such as bikeways, will be developed.

The Carpinteria Circulation Plan serves to designate those roads in the City that, under state law, constitute the City's select system of major roads. This designation is used to determine the eligibility of roads for improvement with certain specified Highway User Tax Funds. The title "Circulation Plan" used in this plan corresponds

to the term "General Master Plan" as used in Section 186.4(3) of the Streets and Highways Code of the State of California.

California Government Code Section 65302(b) specifies that all general plans shall include a circulation plan intended to designate the "location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities."

This circulation section is divided into appropriate subsections as follows:

- Section 5.3.2 Background: An outline of the existing conditions, issues and constraints that shaped the Circulation Plan.
- Section 5.3.3 Circulation Plan: A description of the plan, including mapped designations, street sections and functions, and the objectives and policies related to the trafficways plan.
- Section 5.3.4 Other Transportation Systems: An outline of the alternative modes of personnel and goods, such as mass transit, bikeways and pedestrian travel routes.
- Section 5.3.5 Scenic Highways: A section devoted to the establishment and protection of corridors with aesthetic character.
- Section 5.3.6 Truck Routes: A description of the city's routes designated for movement of commercial and industrial roads.

5.3.2 Background

Located in the central coast area of California, the Carpinteria region is included in the jurisdiction of Caltrans District 5, Urban Mass Transportation Administration Region 9 and Federal Highway Administration Region 9. Within the City, there is a total of 30 roadway miles and 60 lane miles.

Because Carpinteria is situated on the south coastal shelf of Santa Barbara County, it is considered the gateway to recreational pleasures within and north of the County, including the Carpinteria Beach and the State Beach Park. It is important to remember that recreational traffic is a significant and often neglected element of transportation demand that must be served by the Carpinteria circulation system. As the population of the greater Southern California area increases, more people will seek these recreational opportunities, thus creating additional demand for

transportation system improvements, regardless of increases in local development. For this reason, the analysis included elements of the state highway system as well as the city street system, and the interface between the two systems.

5.3.2.1 Existing Conditions

The existing roadway transportation network and opportunities are described within Chapter 6.0 (EIR), Section 5.5. The existing system is not further described here because the primary function of the Revised Circulation Plan is to extend the existing transportation system to accommodate existing unmet needs and future growth.

5.3.2.2 Issues

Several roadway sections are presently at or near capacity, including the freeway through the City. As the freeway traffic increases in the future, due not only to local development (that can be controlled), but also to the general population increase occurring in Southern California (that cannot be controlled), congestion on the freeway will force additional traffic on the local road system. The effects of a catastrophic accident in Montecito have already been seen when traffic on the freeway was double the normal volume due to closure of Interstate 5 over the Grapevine. Traffic was backed up from Montecito into Ventura County, and substantial volumes of traffic detoured over Foothill Road, Carpinteria Avenue and Via Real in attempts to avoid delays. Caltrans has advised that due to current funding limitations, freeway widening will not occur within the near future. Thus, a key feature of the City's street system should be to provide local residents with convenient ways to avoid using the freeway while minimizing impacts created by traffic using surface streets in lieu of the freeway.

Also, the street system should provide for public safety in the event of a major disaster, such as flood, fire, or earthquake. In the floods of some years back, U.S. 101 traffic was routed over Carpinteria Avenue when the Carpinteria Creek freeway bridges were undermined by floodwaters. It is not difficult to imagine other disasters that could close essential trafficways to all traffic, including emergency vehicles. The street system should provide sufficient flexibility to reroute essential traffic so as to adequately provide for public safety.

In general, the circulation issues are those listed below. The issues related to Circulation in the Carpinteria Planning Area are listed below:

- Roadways in areas are noncontinuous and do not provide convenient, consistent circulation flow.
- Pedestrian access to and from northern and southern Carpinteria areas is inadequate due to a lack of safe freeway crossings.
- East/west circulation north of U. S. 101 is inconvenient for the present population. This access will become increasingly inadequate as the population grows.
- Portions of the existing road way system are currently operating at Levels of Service (LOS) D and E¹. With continued growth, traffic on these and probably other road way segments will continue to decline.

The following locations represent specific troublesome roadway deficiency areas in the City of Carpinteria.

<u>Location</u>	<u>Problem</u>
Linden Avenue interchange at Carpinteria Avenue	Lack of full access.
Casitas Pass interchange at Carpinteria Avenue	Heavy traffic.
Arbal Verde Street entrance into the Concha Loma area	As the only entrance route into the Concha Loma area, it contributes to heavy traffic on Carpinteria Avenue.
Casitas Pass Road freeway overcrossing bridge	As traffic reaches capacity the two-lane bridge is becoming too narrow for general and emergency vehicle use.
Freeway 101 on and off-ramp at Vallecito Road and Via Real	Present ramp system is becoming inconvenient and insufficient.
Linden Avenue freeway bridge overcrossing	Lack of full access.
Carpinteria Avenue between Holly Avenue and Casitas Pass Road	At capacity as a two-lane facility, lacks left-turn lanes.

1 Refer to Chapter 6.0, Section 5.5 for a definition of Level of Service and identification of road ways.

<u>Location</u>	<u>Problem</u>
Seventh Street freeway off-ramp	Substandard design has resulted in a high accident rate.
Via Real from Carpinteria Creek to Casitas Pass Road	Lack of a continuous collector street parallel to and north of the freeway.
El Carro Lane between the freeway and Foothill Road.	Lack of a continuous collector street throughout the City.

Public Concerns

Two areas of concern that have been raised in public hearings for the subject matter. One is the lack of through connections (collector or arterial streets) between the east and west portions of the City, north of the freeway. There is no continuous collector street between Santa Monica Road on the west, and Casitas Road and the Bailard Avenue area. This has the effect of focusing traffic on either the freeway or on Carpinteria Avenue, both of which are nearing capacity traffic flows.

A second expressed concern is the lack of freeway access from Linden Avenue to U.S. 101 headed toward or from the south, and the resulting effect of focusing traffic on Carpinteria Avenue between the center of town and Casitas Pass Road.

Other observed issue areas are as follows:

- Many roadways are fragmented because of incremental development patterns. As a result, many streets have varying right-of-way dimensions, incomplete curb and sidewalk improvements, extremely varied roadway conditions and confused access to some residential areas.
- The downtown area includes Linden Avenue, which bisects this commercial area. Parking and access will become a major problem with increasing traffic volumes. Also, alleyways and major peripheral streets are in disrepair or underutilized redevelopment.
- Truck traffic on predominantly residential streets in the north sector. The truck traffic generally serves the agricultural industry and will increase proportionate to the increase in more intensive (greenhouse) agricultural uses.
- The potential for circulation impactation is increased if the Bluffs project is not adequately addressed within the specific plan.

5.3.2.3 Constraints

Future Circulation/Transportation Constraints

As traffic volumes increase in Carpinteria and the surrounding area, there will be pressure to increase roadway capacities. In many cases, existing rights-of-way are insufficient to permit this, and traffic engineering solutions must be sought. Additional right-of-way would be available as vacant properties develop, but there is no guarantee that the timing of development will coincide with need for additional roadway capacity. In some cases, property is already developed adjacent to roadways that are anticipated for increased cross sections. A series of interim and permanent special solutions will be required.

Jurisdictional Responsibilities

There is an area of constraint in Carpinteria for a number of circulation and infrastructure problems. Coordination and collaboration with the County of Santa Barbara and Caltrans will be required to improve freeway accessibility and to resolve circulation problems in inland areas.

Dependence on the Automobile

Like most of those in California, residents of Carpinteria are dependent on the automobile for most travel. This is currently an effective model of travel for many trips, with the exception of subregional journey-to-work trips. In addition, many local streets are experiencing reduced efficiency, especially in commercial and industrial areas at peak hours. As the economy of Carpinteria grows within the context of the larger regional economy, travel demands will increase. Total dependence on the automobile will mean increased congestion.

Fiscal Limitation

Circulation and infrastructure needs are typically granted high priority in municipal capital budgets. Nevertheless, funds are ultimately limited, and there is a long list of competing projects with high levels of need and community support. Carpinteria

must look to creative financing methods for obtaining needed rights-of-way, intersection improvements and infrastructure development.

5.3.3 The Circulation Plan

Implementation of the General Plan will result in increased demands for all types of transportation. Population increases associated with new housing and employment opportunities will create increased traffic volumes on existing road ways and require the construction of new ones. Also, demands for alternative transportation systems, such as bus and bicycle circulation, will expand with the growing population. These needs will not commence upon adoption of this revised General Plan. Instead, the complete transportation system will be required over an extended period.

The circulation system must be coordinated as land use programs are developed. The Circulation Plan Map illustrates basic vehicular traffic patterns in the planning area to accommodate the community's future needs. Key features of this circulation plan are as follows:

- Many roadways have been upgraded in their designations; e.g., from residential collector to secondary arterial and from local to residential collector.
- Roadway realignment and extensions are proposed for Santa Monica Road, Via Real, El Carro Lane.
- Consistent standards have been articulated to resolve longstanding confusion on "variable" street section criteria.
- Additional rail crossing policy has been identified.
- Schematic and fixed north/south routes from Via Real Avenue to Casitas Pass Road (Route 150) have been placed on the plan (east end of town).
- A continuation of Padero Lane into the westerly extension of Carpinteria Avenue has been put on the plan.
- Potential improved access to the Concha Loma area has been included with the bridge crossing of 8th Street addition to the plan.

Beyond the roadway changes summarized above, the Circulation Plan proposes the following:

- To improve pedestrian and vehicular movement at freeway overcrossings in the event of an emergency.
- Improve overall pedestrian traffic flow.
- Maximize railroad transport interface with pedestrian and vehicular movement in the planning area.
- Maximize public transit and alternative transportation opportunities.
- Provide adequate and convenient parking.
- Continue roadway, sidewalk and bikeway maintenance.
- Integrate a drainage system with roadways.

5.3.3.1 Circulation Plan Map

The Circulation Plan presents the major traffic corridors through the city. The plan has two primary components. First, a map graphically depicts the approximate location and ultimate right-of-way dimension of streets and highways. Second, each cross section is displayed along with a simple description of its functional characteristics. The map and cross sections are intended to assure that a permanent, efficient circulation network will be created to meet the needs of the planning area.

Circulation Plan Map

The Circulation Plan Map (Figure 5-5) establishes the basic circulation system of the city. The major street and highway alignments are defined. These alignments will give direction for right-of-way dedications and future roadway development. These designations may also influence future land uses, and are coordinated with the land use designations on the Land Use Map.

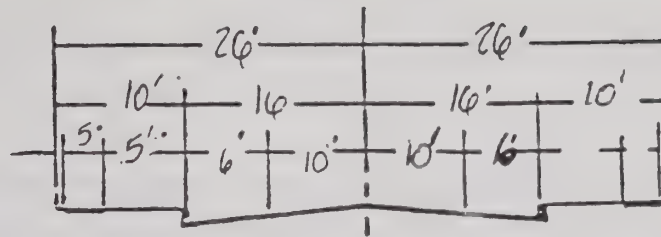
Right-of-Way Sections and Functional Characteristics

Right-of-way cross sections define the general right-of-way width and configuration for each street and highway. The cross sections designated under this section will normally be required. Certain amended street sections do exist and are found in the Appendices 7.4.5 and 7.5. Specific plan streets may also be adopted deviating from these standards. Wherever such alternative cross section configurations are used, each will be so designed as to create an orderly transition from one to the next.

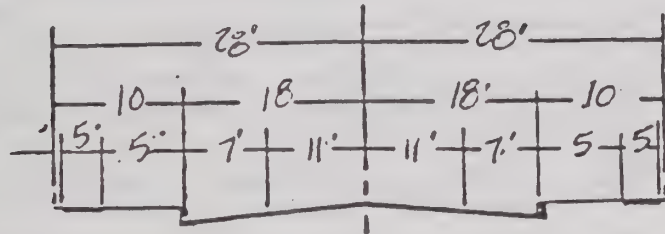
FIGURE 5-5
CIRCULATION PLAN MAP

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

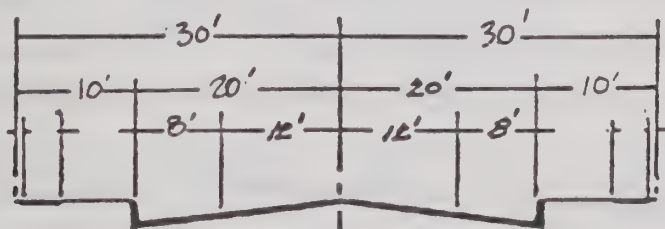
NON-THRU LOCAL STREET 52-FOOT R.O.W.



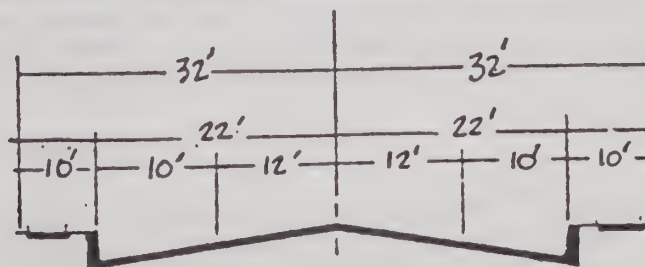
THRU-LOCAL STREET 56-FOOT R.O.W.



RESIDENTIAL COLLECTOR STREET 60-FOOT R.O.W.



COMMERCIAL/INDUSTRIAL COLLECTOR 64-FOOT R.O.W.



Street Sections
CARPINTERIA
GENERAL PLAN

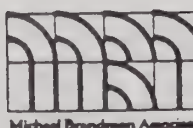
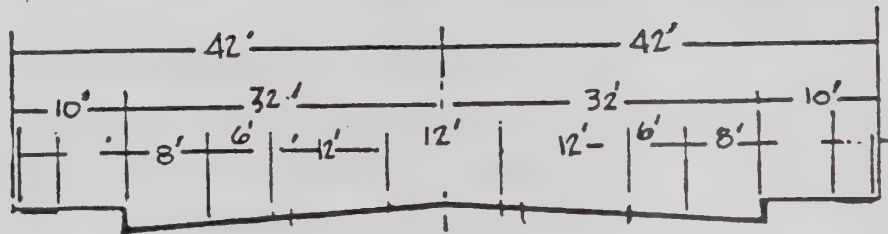
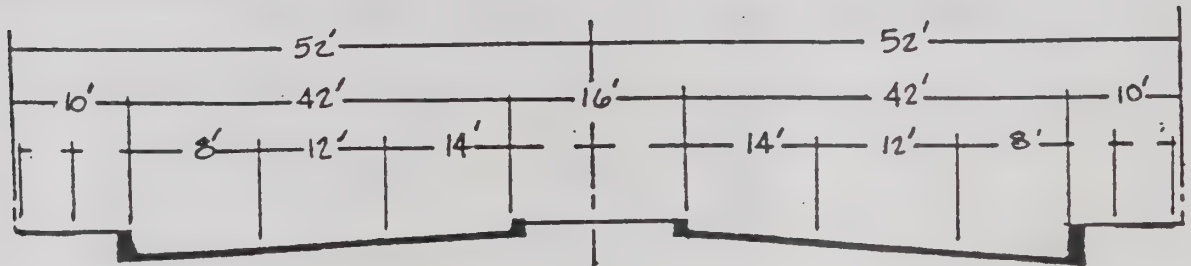


FIGURE 5-6(a)

SECONDARY ARTERIAL 84-FOOT R.O.W.



MAJOR ARTERIAL 104-FOOT R.O.W.



Street Sections

CARPINTERIA GENERAL PLAN



Michael Brandman Associates

FIGURE 5-

Each alternative cross section must further the goal of providing safe and efficient circulation, as well as an aesthetically pleasing urban form.

Because the city's circulation standards have evolved from the County of Santa Barbara's criteria, references to the county titles will be made in parentheses. Figure 5-6 provides graphic detail of these streets.

- Local street. Non through 52' right-of-way (ROW) (52' residential road) and through 56' ROW (54' secondary residential street)
- Functional Characteristics. These local streets are the smallest in the hierarchy of roadway classifications. Local streets are designed to serve individual subdivisions and neighborhoods within residential areas.
- Residential Collector Street. 60' ROW (primary residential street)
- Functional Characteristics. Collector streets connect local streets to secondary arterial streets. Several neighborhoods may be accessed by a collector street.
- Industrial/Commercial Collector. 64' ROW (64' industrial street)
- Functional Characteristics. Industrial commercial collector streets are designed for industrial and commercial traffic and land use.
- Secondary Arterial. 84' ROW (84' four-lane major road)
- Functional Characteristics. Secondary arterials represent the smallest of the arterial highway classifications. Generally they provide routes for through traffic across the city/county. Individual lot access is usually restricted from these roads.
- Major Arterial. 104' ROW (104' four-lane arterial road)
- Functional Characteristics. These major arterials carry the heaviest local traffic through the planning area. They are the major linkages to adjacent cities. Access should be limited on these routes to permit efficient, high volume traffic circulation. These routes may have raised medians, and accommodate up to six lanes. Left-turn islands may also be provided.
- Freeways. 200(+) ROW (freeways)
- Functional Characteristics. Freeways are the largest circulation corridors within the Carpinteria Valley. These major regional circulation routes carry traffic to other regional areas and connect Carpinteria to a national circulation network. The freeway system has extremely limited access at designated locations; thus, allowing traffic to flow uninterrupted over great distances.

5.3.3.2 Objectives and Policies

1. OBJECTIVE: To provide a balanced transportation network with consistent designations and standards for roadways that will provide for the safe and efficient movement of goods and people through the community.

Policies

- 1.1 The City shall strive to improve vehicular and pedestrian overcrossings of the freeway, and the various creeks.
- 1.2 The City shall work to coordinate an integrated set of standards for street designations and standards with the county.
- 1.3 The City will endeavor to work with Caltrans to resolve freeway access, interchange development and noise attenuation problems as they affect the community.
- 1.4 The City shall seek to improve the Carpinteria Avenue corridor to ensure adequate traffic flow, safe bicycle use and improved aesthetic qualities.
- 1.5 The City shall review new development proposals to improve neighborhood circulation patterns and enhance the interneighborhood routing characteristics of the city's master plan.
- 1.6 The City will strive to develop El Carro as an east/west Avenue to provide a safe, nonfreeway dependent community street while including design that assures protection to the neighborhoods adjacent to this street.
- 1.7 The City will endeavor to establish additional railroad crossings in Subareas 1 and 2 to improve vehicular and emergency access.
- 1.8 The City will encourage Caltrans expansion of U.S. 101 to a six-lane configuration to meet future freeway needs of the Carpinteria area.

- 1.9 The City will seek to improve travel characteristics of its circulation plan by:
1. Extension of Mark Avenue from Via Real Avenue to Casitas Pass Road;
 2. Easterly and westerly schematic extension of El Carro Lane into currently vacant property.
 3. Schematic extension of Bailard Avenue to Casitas Pass Road in loop fashion to the west.
 4. Easterly extension of Padero Lane to connect with Carpinteria Avenue.
 5. Extension of 8th Street across Carpinteria Creek into Concha Loma area providing a secondary access to this subdivision.
- 1.10 The City will strive to establish programs that monitor and effectuate improvements on roadways as the need arises.
- 1.11 The City will require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function.
- 1.12 The City shall strive to develop and implement programs that improve the circulation and parking systems of the downtown area.
- 1.13 The City shall endeavor to develop a capital improvements program directed at roadway improvements.
- 1.14 The City shall endeavor to segregate by design, enforcement and traffic patterns, routes of significant industrial and residential conflicts.
- 1.15 The City shall endeavor to provide sufficient parking and loading space in commercial and industrial areas to minimize interference with efficient traffic circulation.
- 1.16 The City shall endeavor to develop and maintain an accurate traffic model and data collection system for monitoring and improving the circulation system.
- 1.17 The City shall endeavor to restrict truck traffic to industrial designated areas and designated truck routes.

5.3.4 Other Transportation Systems

For people who do not own a motor vehicle, are unable to operate a motor vehicle, or simply do not wish to use their motor vehicle, there are several other alternative means of transportation in Carpinteria, including buses, bikeways and walking. Besides discussing these alternative modes of transportation, part of this section will focus on access to coastal and beach areas.

5.3.4.1 Railroad System

The major coastal Southern Pacific Railroad route passes through the Carpinteria planning area along the southern edge. There is only limited local use of this transport system with a few industrial spurs located in the Holly to Palm Avenue area. These sitings are rarely used for industrial area that is planned to become visitor serving commercial in this general plan revision. Public transit (Amtrak) is not available.

A number of issues evolve from the rail line, including:

- Vehicular/pedestrian crossings, safe and adequate opportunities for the community's transportation needs.
 - As described in Noise Hazards, rail use creates significant noise impacts.
1. OBJECTIVE: The City shall strive to provide adequate safe crossings of railways and endeavor to effectuate community design buffers that will attenuate rail-related noise to the maximum extent possible.

Policies

- 1.1 To work with the railroad companies to maintain a safe and efficient rail system to service the city.
- 1.2 To seek funding sources for underpass/overpass of the rail line to resolve conflicts with urban land use.

- 1.3 To require barriers and buffers for noise attenuation in new developments.
- 1.4 To develop available railroad rights-of-way for alternative transportation, recreational trail and parking-related uses.
- 1.5 To put programs for crossing improvements with the railroad companies in effect.

5.3.4.2 Public Transit

Public transit is an integral part of a well-balanced transportation system. To be effective, public transit systems must be integrated into land use plans to provide mobility to the target population of the particular public transit program. Public transit systems provide alternatives to increasing automobile fuel costs and to street and highway congestion. Other benefits of the effective utilization of public transit include a reduction in air pollution and automobile accidents.

The elderly, handicapped and youth rely heavily on bus and demand response public transit programs. Commuters can benefit from ridesharing transportation programs.

Public Bus System

Carpinteria is served by the Santa Barbara Metropolitan Transportation District (SBMTD), a countywide bus system. Currently, only one bus line, Route 20, passes through the city and is routed along Via Real, then south along Santa Ynez to and along Carpinteria Avenue to Camino Carretta. It circles around south of Mark Avenue and returns to Santa Barbara in the reverse direction.

On its route, Bus Line 20 makes more than four dozen total stops inbound and outbound (Figure 5-7) Monday through Saturday and about one-half as many on Sundays. Line 20 has the capacity to use bike racks to transfer bicyclists throughout Santa Barbara County.

The South Coast Route 101 Corridor Study identified existing overload problems on certain SBMTD routes at peak travel times. The district provides service to Carpinteria with one route that only runs along a major east/west road. With no

feeder service offered, 62 percent of the residents of Carpinteria are not within one-fourth mile of transit, and thus are not considered to be served by transit. According to the 1980 census, out of the 7,598 total work travelers who resided in Carpinteria at that time, only 199 persons or 2.6 percent of these work travelers used a public transit system to commute to work. With statistics such as these, as well as limited capacity and service lanes, that future ridership increases are expected to be limited. A recent analysis of MTD daily ridership and anticipated growth estimated an increase from a current 20,000 to 22,350 passengers per day by 1995.

Bus transportation to and from outlying areas is provided by commercial carriers. The bus depot for commercial carriers is centrally located downtown. This carrier Greyhound Bus Lines, is an intercity operator that provides daily service with two northbound trips to San Francisco, one northbound trip to San Luis Obispo, and three southbound trips to Los Angeles.

Demand Response System

As far as service for elderly and handicapped individuals are concerned, Carpinteria Area Rapid Transit (CART) provides door-to-door demand response service to the general public as well as frail elderly and handicapped individuals. In 1984, the city retrofitted the CART van with a wheelchair lift. The SBMTD subsidizes a local private paratransit operator to provide door-to-door service for frail elderly and handicapped persons in the south coast area, in addition to its fixed route accessible service. Since CART service is only available on weekdays for 4 hours per day, two of which are used to transport seniors to a nutrition center, it does not offer the community a viable transportation alternative for work trips. The city has also applied for UMTA Section 18 discretionary funds to be applied for purchasing a CART replacement vehicle.

5.3.4.3 Goals, Objectives and Policies

1. OBJECTIVE: It is the objective of the City to promote the use of public transit systems that provide mobility to all the City's residents, and reduce automobile congestion within the capabilities of the community.

Policies. City policies that support the stated objective for public transit include the following measures:

- 1.1 To continue cooperation with Santa Barbara Mass Transit District (SBMTD), Caltrans and other transportation agencies, in order to assure that all City residents have adequate access to public transit as an alternative to the automobile.
- 1.2 To coordinate with SBMTD, Caltrans and other transportation agencies in the development of route systems and transfer points.
- 1.3 To promote efficient and attractive public transit which maintains acceptable personal safety, and minimizes the disruption of neighborhoods attributable to transportation facilities and operations.
- 1.4 To encourage privately owned transit systems to interface with the public transit systems.
- 1.5 Carpinteria should provide a variety of public transit modes and schedules to coordinate with those of adjacent cities and to meet seasonal tourist needs.

5.3.4.4 Bicycle and Pedestrian Transportation Routes

The Circulation Plan is based on the assumption that Carpinteria residents desire to retain the same level of mobility that exists today, and only reasonable changes in the transportation system will be acceptable. One method of anticipating acceptable change in transportation systems involves the development of alternative transportation systems. Alternative forms of transit are those systems that benefit the environment and consider lifestyle. Given these factors, bicycle and pedestrian oriented activities are emphasized in this section.

Bikeways

The 1980 census indicates that bicycling is the third most popular travel mode among south coast workers. Short work trips, extensive bicycle facilities, and good weather contribute to the high level of bicycle use. With 3.6 miles of on-street bikeway

facilities and 0.5 miles of off-street bikeway facilities, the City of Carpinteria has a total of 4.1 bikeway miles.

The City has implemented a bicycle circulation system that encourages bicycling. As part of its adopted general plan circulation element, the city intends to prepare a bikeway master plan. Other activities that have promoted bicycling include expansion of downtown bike parking facilities and the installation of roadway hardware that enables bicycles to activate traffic signals.

Surveys indicate that the bicycle represents a viable alternative to the automobile, particularly for the short work trips that dominate south coast travel. Clearly, bicycling to work is not an option available to everyone, but expansion of this travel mode can be achieved by reducing the barriers to bicycle use.

Carpinteria is part of a countywide bike system of Class I, Class II, Class III, Class II-L and Class AAR bikeways. Class I bikeways are trails or paths that have entirely separated rights-of-way from automobile roadways for the use by bicycles or pedestrians. The paths minimize crossflow with automobile roads and can be located in parks, recreational area, or roads if such width permits.

Class II bikeways or lanes are those found along roadways that are separated from vehicular travel lanes by a painted lane, a "bikes only" sign or a barrier. The lanes are primarily for bicycle use, although vehicular parking and crossflows by pedestrians and motorists are permitted. Lastly, Class III bikeways or "shared bike routes" are, indeed, shared by pedestrians or motorists and are not physically separated from roadways. These routes inform motorists of cycling routes and are denoted only by signs or roadway markings. Limited Class II bike lanes, or Class II-L, permits automobile parking within certain times and Class AAR denotes other available or alternate bikeways.

Several Class I, Class II and Class AAR bikeways have been identified by Caltrans within Carpinteria (Figure 5-8). Class I bikeways are adjacent to Carpinteria Creek, north of Carpinteria Avenue to a connection at Via Real, and along portions of Franklin and Santa Monica Creeks. Planned bikeway connections adjacent to Franklin and Santa Monica Creeks also exist.

FIGURE 5-8
BIKEWAYS AND PEDESTRIAN TRAILS

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

A second Class I bike path extends from Casitas Pass to Vallecito along Via Real. No other Class I bikeways currently exist within Carpinteria.

Class II bikeways are located along Carpinteria Avenue between Apple Street to the west and Bailard Avenue to the east; Linden Avenue from Ninth Street south to the beach and from El Carro Lane to Foothill Road; along Casitas Pass from Carpinteria Avenue to El Carro Lane; along El Carro Lane from Linden Avenue to Camino Trillado; between Ogan Road and Via Real on Vallecito.

Several Class AAR bikeways exist in Carpinteria, including those found on Santa Monica Road from Via Real to Foothill Road; along Via Real from the western city limits (and further) to Santa Ynez; and from the eastern city limits to the Class I connection near Carpinteria Creek; on El Carro Lane from Azalea Drive to Santa Ynez Avenue; between Santa Ynez Avenue and Sterling Avenue on Aragon and Eleanor Drives; along Santa Ynez Avenue from El Carro Lane through 101 and along Seventh Avenue; along the eastern half of Fifth Avenue; along Eighth Avenue from Walnut Street to Concha Loma where it turns north along Concha Loma to Carpinteria Avenue; on Malibu Drive; on Linden Avenue between the two portions of Class II bike lanes; adjacent and south of Canalino School between Linden Avenue and Vallecito Place, south along Vallecito Place to Ogan Road and east from this point on Ogan Road to Casitas Pass; on the northernmost portion of Casitas Pass and westerly along El Carro Lane from Casitas Pass to a connected Class II bike lane; and from Bailard Avenue to and beyond the easterly city limits on Carpinteria Avenue.

In fiscal year 1984-1985, Carpinteria received \$3,834 in Local Transportation Funds (LTF) bikeway funds. With this funding, which can also be used for pedestrian improvements, the city has paid for engineering and planning on two major bikeways. One project, the Santa Monica Bikeway, was built as part of another road improvement project. The second project, which has not been built due to lack of funds, will connect Carpinteria Avenue to Carpinteria State Beach. The balance of the city's bikeway money in the next 5 years will be used to maintain existing bikeways.

One additional bikeway of note is the state bikeway route which passes through the community.

Pedestrian Transportation

Walking to shopping and recreational sites promotes direct interface with the physical environment as well as ecologically benefiting the community. Well-maintained sidewalks, trails and other street improvements, as well as pedestrian-oriented design standards, encourage pedestrian transportation.

During the land use survey conducted in April 1985 by Michael Brandman Associates, Inc., it was observed that sidewalk availability within Carpinteria varied greatly. In some areas of the city, sidewalks were found to be quite safe (in good condition),¹ accessible, and useful to pedestrians. In other areas, sidewalks were in fair condition,² making them less safe than those in good condition, and not as helpful to pedestrians. In other areas, there were no paved sidewalks to be found at all. Additionally, the county-adopted Recreational Pedestrian and Bicycle Plan indicates routes for pedestrian hiking trails in the valley.

5.3.4.5 Goals, Objectives and Policies

1. **OBJECTIVE:** To continue support and development of safe, direct and well-maintained bicycle systems and pedestrian facilities that serve all segments of the public.

Policies

- 1.1 To integrate the development of bicycle routes and pedestrian pathways in additional areas of the City, and to encourage the utilization of such routes for commuting as well as recreational purposes.
- 1.2 To provide adequate right-of-way and improvements for bike lanes, when called for in future street dedications.

1 Note: Good condition may be defined as sidewalks that are evenly paved and/or do not exhibit cracks or any other type of disturbance in the pavement.

2 Note: The poor condition definition includes pavements that are uneven and/or reveal evidence of cracking or any other type of disturbance.

- 1.3 To continue to provide or require safe and adequate bike parking at transportation centers, public parks, recreation areas and other nonresidential locations.
- 1.4 To continue to cooperate with the state and county in the design and integration of bike routes in state and countywide plans.
- 1.5 To encourage educational programs on bicycle safety, and complement such programs through bicycle law enforcement.
- 1.6 To encourage pedestrian movement by providing pedestrian facilities that are direct and convenient, particularly in the beach and downtown areas.
- 1.7 To develop safe and direct pedestrian accessibility between residential areas, schools, parks and shopping areas in both new and existing urban areas.
- 1.8 To continue to provide safe mobility for the physically handicapped in the design of street improvements and public facilities.
- 1.9 To continue to practice signal timing that is designed for the safe movement of the aged and the handicapped at locations where such need exists.
- 1.10 To provide continuous sidewalks for safe pedestrian circulation.

5.3.5 Scenic Highways

The implementation of a scenic highways program promotes the enhancement of scenic vistas identified in the open space section. Using the design tools outlined in the community design section, designated scenic corridors will enhance scenic vistas. Currently, there are no scenic highways in Carpinteria. The potential for scenic highways exists, however, because Carpinteria is situated in an ideally scenic location.

The roadways with potential for designation and development as scenic highways in Carpinteria are U.S. Highway 101, Linden Avenue (south of the freeway), and sections of Carpinteria Avenue. Highway 101's potential for designation and

development rests in its access to scenic environments, views of the ocean and surrounding mountains, and access to major roads in City areas. Linden Avenue, on the south side of Highway 101, is an ideal roadway for scenic highway designation and development because it is a commonly used access route to the Carpinteria city beaches and the Pacific Ocean, it has an established pedestrian-oriented commercial area along each side of the street, and has potential for increasing the intensity of existing commercial and business areas. Carpinteria Avenue's location within the City as the main east/west arterial, places it in an ideal position to be designated as a scenic highway.

One remaining potential scenic corridor is the Foothill/Casitas Pass Road area. Further evaluation and policy development should focus on these potential routes.

5.3.6 Truck Routes

The City is faced with a number of problem areas in the truck transportation needs area. Safe and functional routes for the needed truck-dependent agriculture, commercial and industrial uses in the valley requires careful routing and design control. The potential for vehicular congestion and unsafe bicycle/pedestrian situations is substantial.

To resolve this issue area, the plan includes a Truck Route Plan as illustrated on Figure 5-8. The routes are designated to provide needed access as described above with primary and secondary categories.

The primary route is one that provides corridors for most all truck use, whereas the secondary is restricted to only service support needs, such as supermarket supply trucks.

A final route of note is the designation for hazardous materials that is restricted to U.S. 101. There are no other routes permitting hazardous materials as well as no hazards material "stop areas" within the Carpinteria Valley.

FIGURE 5-9
TRUCK ROUTES

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

5.3.6.1 Issues

Several issues must be addressed in providing adequate circulation for planning in the Carpinteria Valley:

- The most significant issue is the need to provide suitable circulation routes for heavy truck transportation. Industrial and agricultural development will require adequate right-of-way widths, suitable evaluation for selecting transport corridors and properly engineered roadbeds.
- A major compatibility issue is raised by the increasingly intensive agriculture development within the valley. Attention must be directed at the coordination of circulation routes through residential areas. Significant impacts on residential uses may be created without adequate control of truck routes and circulation corridors.
- Coordination of the circulation system is dependent on intergovernmental cooperation. Improperly coordinated signalization, differing right-of-way dedication requirements, and differing development standards such as access restrictions, are leading to a weakened circulation system within the valley.

5.3.6.2 Goals, Objectives and Policies

Policies

- 1.1 To use special studies as the basis for negotiating with the County of Santa Barbara to resolve conflicting development policies and streamline the circulation network.
- 1.2 To designate specific truck routes and hazardous material route (see Figure 5-8).
- 1.3 To enforce weight limitations and traffic laws to alleviate inappropriate truck traffic through inappropriate areas.
- 1.4 To require specific noise attenuation measures for truck routes adjacent to residential areas.
- 1.5 To work closely with industrial users to address significant traffic conflicts.

- 1.6 To provide adequately sized and designed roadways to meet the needs of trucks and other automobile traffic.
- 1.7 To require adequate parking for employees of industrial users.
- 1.8 To minimize impacts of truck traffic by buffering and/or routing truck traffic away from residential uses whenever possible.

5.4 HOUSING

The adopted Carpinteria Housing Element was last revised in September, 1981. Since the revision occurred in the recent past, no broad changes to the adopted Element were required or made under this Carpinteria General Plan Revision. It is the intent of the City to initiate a revision of the Housing Section (Element) this year as required by state law which will reformat and update the key components of this important section of the City's General Plan.

There were, however, a few key policies that have surfaced during this 1986 revision which are provided here as an interim policy supplement.

Policies

- 1.1 The City shall encourage provision of affordable housing by offering density increase opportunities for exemplary design and/or innovative residential developments.
- 1.2 The City shall consider a zoning code revision which would permit the multiple-family residential use within the commercial zone through the conditional use permit process. Site suitability, exemplary design, filling housing type needs and enhancing housing opportunities for all segments of the community will become review criteria within such an ordinance.
- 1.3 The City will consider higher density senior housing uses north of the U.S. 101 freeway sector of the community on a case-by-case basis and revise ordinances/review procedures to permit implementation of this policy.

CITY OF CARPINTERIA
HOUSING ELEMENT/HOUSING COMPONENT
OF THE LOCAL COASTAL PLAN
SEPTEMBER 1981

This plan was prepared with financial assistance from the Office of Coastal Zone Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, as amended.

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Acknowledgements

This plan was prepared with assistance from Michael G. Powers and Michael Lawler, staff members of the Santa Barbara County-Cities Area Planning Council.

The project staff also wish to express their appreciation to the members of the Housing Element Advisory Group and other concerned members of the community who provided valuable assistance in the preparation of this document.

RESOLUTION NO. 1092

A RESOLUTION OF THE CARPINTERIA
CITY COUNCIL APPROVING AND ADOPTING A
GENERAL PLAN HOUSING ELEMENT AND HOUSING
COMPONENT OF THE LOCAL COASTAL PLAN

WHEREAS, pursuant to California Government Code Section 65302 the City is required to adopt a Housing Element of the General Plan; and

WHEREAS, pursuant to the California Coastal Act of 1976 the City is required to adopt a Housing Component of the Local Coastal Plan; and

WHEREAS, the City has developed a combined Housing Element/Housing Component to meet the above requirements, said document attached hereto as Exhibit A; and

WHEREAS, said Housing Element/Housing Component has been prepared, reviewed and revised as a result of a series of public workshops and public hearings and all interested parties have had an opportunity to review and comment on said document; and

WHEREAS, the City Planning Commission, following public hearings, has recommended a Housing Element/Housing Component for adoption by the City Council; and

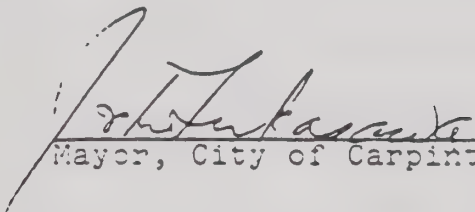
WHEREAS, the City Council has conducted public hearings and received public input on said document;

NOW, THEREFORE, THE CARPINTERIA CITY COUNCIL HEREBY APPROVES AND ADOPTS the City of Carpinteria Housing Element of the General Plan and Housing Component of the Local Coastal Plan as attached hereto consisting of a Preface, Glossary, Introduction, Part I - Existing Situation and Indicators of Housing Needs, Part II - Carpinteria's Housing Program, and Summary.

RESOLVED FURTHER, that the implementing Ordinances and Resolutions to support the Housing Element/Housing Component shall be considered separately and are not included in the adoption of the Housing Element/Housing Component of the Local Coastal Plan.

PASSED, APPROVED AND ADOPTED this 9th day of February, 1981,
by the following called vote:

AYES: COUNCILMEMBER: ORGANISTA, LEWIS, LAWRENCE, WULLBRANDT,
FUKASAWA
NOES: COUNCILMEMBER: NONE
ABSENT: COUNCILMEMBER: NONE



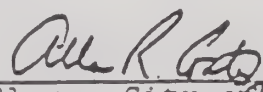
Mayor, City of Carpinteria

ATTEST:



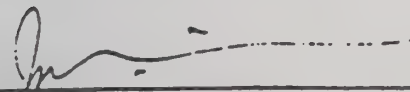
City Clerk, City of Carpinteria

I hereby certify that the foregoing resolution was duly and
regularly introduced and adopted at a regular meeting of the
City Council of the City of Carpinteria held the 9th day of
February, 1981.



City Clerk, City of Carpinteria

APPROVED AS TO FORM:



City Attorney

HOUSING ELEMENT/HOUSING COMPONENT OF THE
LOCAL COASTAL PLAN

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OVERVIEW OF HOUSING ELEMENT REQUIREMENTS

The Housing Element of the City of Carpinteria General Plan is one of the nine elements required by the State of California (Government Code Statute Reference § 65302 c). Guidelines governing its contents are published by the Department of Housing and Community Development (§ 50459 of the Health & Safety Code). Three basic sections are required: Needs Assessment, Market Analysis, and Policies and Implementation Plan.

Changes in the Housing Element guidelines which occurred in 1977 require the City to revise the existing Housing Element of the General Plan. The deadline for revising the Housing Element for all jurisdictions and Santa Barbara County was April 1980. At the City's request, the Santa Barbara County-Cities Area Planning Council provided staff assistance in preparing this revised Housing Element. Staff from the Area Planning Council worked closely with staff of the Community Development Department of the City of Carpinteria, and overall community input was achieved through a local citizens housing advisory group and public review of the Element/Component.

PURPOSE OF THE HOUSING ELEMENT

The purpose of a Housing Element is to demonstrate that local government is making a good, safe, diligent effort to identify, and take steps to alleviate housing problems for all economic segments of the community. The Element is intended to identify and analyze the housing market and develop a comprehensive strategy for addressing problems. The local Element also serves as an educational tool to provide citizens and public officials with an understanding of housing needs and potential solutions. In this manner, the Housing Element can provide direction to local government decision-making in all matters relating to housing. In itself, a Housing Element does not result in the development of housing. However, through a Housing Element a data base is developed through which major problem areas are identified and a program for resolving the identified problem areas is adopted.

Since the City of Carpinteria is located entirely in the Coastal Zone, the City's Housing Element also includes the policies and implementation measures required under the City's Coastal Plan. The housing policies of the Coastal Plan focus primarily on the needs of low and moderate income people, while the housing needs of all economic sectors must be addressed in the Housing Element. Therefore, the Coastal Plan policies need to be incorporated in the Housing Element to provide a coordinated approach in addressing the City's overall housing needs.

OVERVIEW OF COMMUNITY

The City of Carpinteria is located within the fertile Carpinteria Valley of the South Coast of Santa Barbara County. Crops under agricultural production in the Valley include lemons, avocados, and cut flowers. The City of Carpinteria, founded in 1965, functions as a service center for the unincorporated area. It also has an industrial park which accommodates a variety of industrial activities including warehousing, light industry, and research and development. Carpinteria is also noted for tourism and has a State Beach which attracts people from many areas

The City of Carpinteria realized a substantial amount of growth between 1970 and 1975, when population increased on the average of 6% to 7% per year. The pressure for growth continues, particularly in the form of demand for housing. However, recent analysis of the availability of water suggests that water may act as a future constraint to the eventual limit and the temporal pace of population growth in the near future.

In the City's adopted Coastal Plan, an urban/rural boundary is established to delineate areas appropriate for urban infilling and to protect surrounding prime agricultural lands. In addition to the agricultural lands which abut the City's boundaries, the City is bordered on the west by Carpinteria Marsh, a coastal wetland of some 230 acres, which must also be protected. Presently, the Local Agency Formation Commission is deliberating on the sphere of influence for the City which will provide an indication as to the City's ultimate service area.

STRUCTURE OF THE HOUSING ELEMENT

The Housing Element is divided into two major parts - Part I, Carpinteria's Housing Problem and Part II, Carpinteria's Housing Program. Additionally, a glossary of some common terms and programs used in the housing element and an introduction summarizing the housing issues are included and precede Part I of the Element.

The first part provides background data and detailed documentation of the housing problem as well as an indication of who is affected by the housing crisis. Information is provided on the City's general population and household characteristics, housing values and rental trends, existing housing and vacant land, the constraint on housing development and the components of housing demand. Using the analysis of conditions and problems presented in Part I as a base, Part II outlines the strategy for addressing the City's pressing housing problems. It includes a discussion of the City's existing housing efforts and establishes comprehensive goals, policies and implementing actions to direct future efforts.

GLOSSARY OF SOME COMMON
HOUSING ELEMENT TERMS AND PROGRAMS

1. AFFORDABLE HOUSING

Means (a) housing selling at a price that is not more than 2.5 times annual household income and (b) renting at a monthly rent that does not exceed 25% of monthly household income. (See LCP housing policy 5-1, page 37 for a more detailed definition.) (Current HUD standards.)

2. COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG)

HUD funds provided to local governments to promote sound community development. Block grants finance, in a single multipurpose program, all activities previously eligible under the following separate categorical grant programs: Urban Renewal, Neighborhood Development, Model Cities, Water and Sewer, Neighborhood Facilities, Public Facilities Loans, Rehabilitation Loans, Open Space, Urban Beautification and Historic Preservation Grants. About 10% of the funds have supported neighborhood rehabilitation; other uses have been for capital improvements and municipal services in older neighborhoods. Presently, the County of Santa Barbara administers CDBG funds for the Carpinteria area.

3. DENSITY BONUS

A density bonus permits an increase in the permitted number of housing units authorized for a developable parcel of land beyond that which would have been authorized by the zoning ordinance. The logic of this objective is that a change in land use control, i.e., selective higher density, lowers per unit development costs and spreads the high cost of land over a larger number of dwellings, which can be used as inducement for the developer to provide affordable housing for low-moderate income households.

4. DISPLACEMENT

Displacement occurs when a family or individual is required to move from their dwelling unit because of either a public or private action, such as demolition, rehabilitation or rental conversion.

5. HCD

State Department of Housing and Community Development

6. HUD

Federal Department of Housing and Urban Development

7. INCLUSIONARY ZONING

Inclusionary zoning provides that a proportion of housing units in each privately developed residential project will be affordable to low and moderate income households.

8. LANDBANKING

Landbanking is the strategic prior acquisition (purchase, public land transfers) and reservation of sites (use of land in existing public ownership) for future construction of publicly assisted housing. Generally, the theory of landbanking is that the public can acquire a site for future development of assisted housing "now" rather than at the time of development. If the site is then provided by the public, significantly lower costs of development, and therefore lower housing costs, will result. Also, if the site is owned free and clear, it is excellent security for a construction loan for development.

9. LIMITED EQUITY COOPERATIVE HOUSING

Limited equity coop housing is operated through a non-profit corporation which holds a single mortgage on the property. The corporation is democratically run with an elected board of directors.

Under typical arrangements, each new owner of a coop purchases a share for a minimal down payment. Monthly payments include each owner's share of the common mortgage plus a fee for maintenance and operating expenses. When an owner wishes to move, s/he sells the share back to the coop which then resells it to a new owner. Since the whole process takes place within the coop's corporation, no new financing or real estate fees are involved.

The cooperative is called "limited equity" because the appreciation in the value of each members share is limited by common agreement to a low level. According to California state law, that limit is an annual 10% on the downpayment or approved improvements only. Coop members cannot sell their units for whatever the market will bring. In this way the price of coop units quickly falls below the market value for similar housing.

While a typical condominium or home nowadays is sold and refinanced at inflating prices many times over its lifespan, a limited equity cooperative is never sold. The original mortgage is retained until it is fully paid, at which time the monthly payments of coop owners decrease to the amount necessary to operate and maintain the units. The principle difference between coop ownership and private homeownership is that within coops owners may change many times without the coop itself changing ownership. Owners share privileges and rights of private ownership, including the tax benefits. These are benefits that are not available to tenants in rental housing.

10. LOW AND MODERATE INCOME

In accordance with the regulations of the California Housing Finance Agency, "persons of low and moderate income" are defined to include all the following:

- (a) A "very low income household" is a household whose income does not exceed $\frac{1}{2}$ 50 percent of the $\frac{2}{2}$ median income for the area, as determined by HUD¹ with adjustments² for smaller and larger families.

- (b) A "low income household" is a household whose income does not exceed 80 percent of the median income for the area, as determined by HUD¹ with adjustments² for smaller or larger families, except that income limits higher or lower than 80 percent may be established on the basis of its findings that such variations are necessary because of the prevailing levels of construction costs, usually high or low incomes, or other factors.
- (c) A "moderate income household" is a household whose income does not exceed 120 percent of the median income for the area, as determined by HUD¹ with adjustments² for smaller and larger families.
- (d) For purposes of this section "household" includes an elderly, handicapped, disabled, or displaced person and the remaining member of a tenant family as defined in Section 201 (a) of the Housing and Community Development Act of 1974.

¹ Generally defined by HUD as county;
² Adjustments as made by HUD.

11. MANUFACTURED HOUSING

Manufactured housing as opposed to conventional site-built housing is, in part if not entirely, manufactured in a factory. The term manufactured housing refers to both mobile homes which are defined as a type of vehicle usually situated on a non-permanent foundation system or chassis, and modular homes which are defined as a prefabricated residential structure affixed to a permanent foundation. One of the main differences between the two is that mobile homes are constructed under the National Mobile Home Construction and Safety Act of 1974 and modular homes must adhere to the local building code or a model code such as the Uniform Building Code. (When a mobile home is situated on a permanent foundation, the foundation must be in compliance with the standards of the applicable building code.) The issue of manufactured housing has centered on permitting mobile or modular homes to be situated or developed in conventional subdivisions with fee simple or condominium ownership of the land.

12. MEDIAN INCOME

Means the median family income as established annually by HUD for the Standard Metropolitan Statistical Area (or, in non-SMSA areas, the County) and updated on an annual basis.

13. MIXED-USE ZONING

Mixed-use zoning is the approach of providing affordable housing as part of an overall package with other more profitable forms of development. The most common application of mixed-use zoning is a designation that requires the intermingling of residential and commercial uses, whereby residential space is incorporated within the design of the commercial structure - for example, apartments above stores or offices.

14. REHABILITATION

Rehabilitation is the restoration of deteriorated structures, neighborhoods

and public facilities. Neighborhood rehabilitation may encompass street improvements and the provision of new parks and playgrounds. Sometimes abbreviated to rehab. The County of Santa Barbara is presently administering a housing rehabilitation loan program in Carpinteria whereby low-interest loans are offered to qualifying homeowners or owners of rental property for the purposes of rehabilitation.

15. RENTAL CONVERSIONS

A rental conversion changes the form of ownership of a multi-unit building or complex - what was previously a single unit of ownership is subdivided into several units. Before conversion, one person or entity (e.g., a corporation or partnership) or several people or entities own the property, renting individual dwelling units to the occupants. After conversion, each individual dwelling unit is owned separately, while the underlying property and common areas - such as parking and recreation areas - belong jointly to all unit owners.

The three types of ownership after conversion:

(a) CONDOMINIUM

The buyer generally purchases an individded interest (as a co-owner with other buyers) in the underlying property and in the common areas (such as open space, swimming pools) and a separate interest in the air space in which the unit is located.

(b) COMMUNITY APARTMENT

The buyer receives a right of exclusive occupancy to a particular unit, instead of separate ownership of the air space.

(c) STOCK CO-OPERATIVE

Buyers hold their right to occupancy through ownership of stock or membership in a co-operative corporation.

16. SECOND DWELLING UNIT

A second dwelling unit is an additional living unit on any one lot or parcel within a single-family residential district. The criterion for defining a second dwelling unit is the existence of separate cooking facilities, not merely the addition of bedrooms or bathrooms to single family units. Second dwelling units may be established either within, accessory to, or separate from the main structure.

Second dwelling units have the potential of providing a moderate rental housing stock as well as contributing rental income to moderate-income homeowners.

INTRODUCTION: SUMMARY OF HOUSING ISSUES

Very few, if any, Carpinterians would deny that there is a housing problem afflicting the Carpinteria area. Admittedly, the problem is not confined to the area; rather, its impacts are felt throughout California and the entire nation. It is a complex situation caused by the interrelationship of many factors, not all of which can be controlled at the local level. Part I of this Element provides background data and detailed documentation of the magnitude of the housing problem in Carpinteria as well as information on who is most affected by the housing problem. The overall causes of the housing problem, the local symptoms and the resulting effects which point up the pertinent housing issues in Carpinteria are briefly summarized below.

OVERALL CAUSES OF THE HOUSING PROBLEM

The general inflation of the national economy is one of the most pervasive factors contributing to the rising cost of housing. While economists do not always agree on what causes inflation (excessive federal spending, too rapid expansion of money, international trade imbalance, unnecessary government regulations), it is clear that inflation affects housing production and costs by causing increases in the cost of building materials and labor. Simply stated, a high level of inflation is accompanied by tighter federal monetary policies resulting in higher interest rates which in turn contribute to higher production and purchasing costs. Inflation also contributes to increased speculation as real estate investment provides a good hedge against long term and severe inflationary trends. Speculative activity can take many forms, all of which contribute to increased housing costs. The most prevalent and detrimental form of speculative activity is the accelerated buying and selling of real estate as an investment for profit, particularly amongst a small group of investors, which inflates the value of those properties as well as the market as a whole. Trading of residential rental property amongst owners, especially when done frequently, is also a speculative activity which causes increases in rents. Federal income tax policies related to depreciation of real estate also encourage a type of speculative activity. Investors resell "turnover" rental properties often (every five to seven years) in order to take advantage of the large tax sheltering benefits which accompany newly acquired property. These tax policies encourage investors to resell and refinance buildings rather than hold them as long term investments.

National migration patterns exacerbate the overall housing problems for Southern California since in recent years employment opportunities and people have shifted considerably from the eastern seaboard to the "sunbelt" states. Between 1974 and 1978 the State Department of Finance estimates that 879,000 persons in-migrated to the State of California. Migration occurred predominantly from the New York, Illinois, Ohio, New Jersey and Pennsylvania areas, and in the 18 to 24 year old age brackets. This trend appears to be waning only slightly in 1980. The South Coast region in particular is affected by this in-migration because of its natural amenities and reputation as a retirement area. As part of this migration pattern, employment opportunities have also risen steadily in the South Coast region. To further aggravate the housing situation, many of the jobs created in the South Coast are in low paying occupational categories such as tourist related services and retail trade (General Research Corporation and Employment Development Department). Since housing affordability is a function not only of the absolute price of acquiring or renting the home, but of a household's ability to pay, low paying jobs have a significant impact on the local housing problem in terms of affordability. In addition, employment generating activities compete

with the provision of housing opportunities for limited space.

National and local demographic changes are also creating additional demand for housing. People are living longer; medical advances have affected the rise in handicapped persons with special needs for housing; there are more single-person households (rising divorce rates and increased numbers of young single people); and there is an anticipated latent "baby boom" resulting from large numbers of post-World War II females who have postponed child-bearing and may soon begin families with the resulting demand for larger housing accommodations.

Another contributing factor to the existing housing problem is the trend, especially prevalent within the last 20 years, of people working in other cities/ areas in the South Coast region but living in Carpinteria due to the lack of affordable low/moderate income housing in these neighboring communities. Typically housing in Carpinteria has been both more available and less expensive than that of neighboring South Coast communities whose growth has been limited in comparison with Carpinteria's growth. However, due to constraints imposed by governmental regulations and limited resources and finances, Carpinteria's growth has also significantly slackened in recent years thereby exacerbating the tight housing market for the South Coast region in general and for Carpinteria in particular.

Increasing and sustained demand pressures coupled with the resource and service constraints of the region and the severe limitation on raw developable residential land creates a tight housing market. The developable land which is available is costly to develop as a result of natural constraints, such as drainage conditions and geologic factors, and governmental regulations (including fees and dedications developmental review, and density restrictions). Even under unrestrained market conditions new construction of residential units represents only two to four percent of the housing stock in any one year (California Building Industry Association and Community Development Department records). Since the mid-70's, percentages of residential building in Carpinteria have steadily declined. This restricted supply influences high housing costs, particularly in relation to the stated high demand for housing.

Newly constructed housing has traditionally been more expensive than existing housing, and, therefore, housed higher income and upwardly mobile residents. Older housing could then be occupied by households with lower incomes. Due to the many factors that create an imbalance between supply and demand, this "downward filtering process" is no longer as evident. First, many of the higher priced recently constructed homes are being bought by out-of-town households (the demand created by amenities or jobs and those wealthier households looking for a secure investment against inflation). This means that households in existing Carpinteria homes who might normally move to a larger, more expensive house can easily be outbid for such housing. The result is that they often remain in their present home opting to add on or improve it. Second, as a result of the high demands, changing lifestyles, increased investment in real estate, and limited new construction, more middle and upper middle income households and investors are buying older, deteriorated single family homes. For all these reasons, newly constructed and existing housing are becoming similar in market value and, therefore, both are becoming less available to low and moderate income households.

It is clear then that inflation and its corollary activities, migration,

demographic and employment trends and their resulting demand pressures, and lack of development opportunities have a spiraling effect which causes existing as well as newly constructed housing costs to rise.

LOCAL SYMPTOMS OF THE HOUSING PROBLEM

The symptoms of the housing problem are exhibited in various ways in the Carpinteria area. These manifestations of the housing problem in themselves create further housing impacts such as the problems of resident/tenant displacement and relocation.

Probably the most persuasive factor in demonstrating the serious housing problems in the City of Carpinteria is the extremely low overall vacancy rate. An April, 1980 vacancy survey counted only four vacant dwelling units, less than 0.1% of Carpinteria's housing stock. This low vacancy rate problem, while more severe in recent years, has persisted since mid-1970's. This would indicate that it is a problem related as much to "insatiable" demand as it is to lack of supply.

Evidence of the high cost of housing is that the mean purchase price of an existing single-family house in 1979 was \$111,400 for Southern California as a whole and \$121,500 for the City of Carpinteria. This represents a 300 percent increase over the mean purchase price in 1975. Also, 1980 median rents are double what they were in 1975. Since incomes have not kept pace with these increases in housing costs, many people are spending a larger portion of their incomes for housing and finding the price of a single-family home beyond their means.

Deterioration of the existing housing stock, particularly that which is investor-owned, is an additional symptom of the housing problem. As a result of high demand, limited supply and speculative activity, high rents can be charged for deteriorated housing. A housing condition survey conducted in 1978 indicated that 8 percent of the City's housing stock was in substandard condition (beyond reasonable economic rehabilitation) and an additional 13 percent was in need of major rehabilitation.

Conversions of existing rental units to condominiums or community apartments, while providing a potential for homeownership for moderate and middle income households, can further restrict affordable rental housing opportunities for low and moderate income households. In addition, many of the condominium units are in price ranges far above what moderate income households can afford.

THE RESULTING IMPACTS ON CARPINTERIA HOUSEHOLDS

The primary impact that the lack of affordable housing has on Carpinteria residents is overpayment for rent. According to income/rent data for 1974, nearly 100% of those earning less than \$14,000 per year (104% of the County median) paid more than 25% (the federal rent/income affordability ratio standard) of their gross monthly income for housing.

Assuming 1980 incomes have increased approximately 40% to 50% since 1974 and rents have increased about two times as much as incomes since 1975, those households in 1975 who were paying approximately more than 25% of their income for rent are now most likely to be paying more than 34% of their income for rent. All indications suggest that in 1980 the overpayment issue is still critical for many moderate income and most low income households.

The incidence of overcrowding (mathematically expressed as 1.01 or more persons per room) appears to be another impact of the lack of affordable housing in Carpinteria. The 1980 pre-census edit material indicates that overcrowding is especially a problem in Census Tract 16.02, south of the freeway. Of the total 139 units surveyed, approximately 15% of the units were indicated to be overcrowded. As is the case with overpayment, it appears renters exhibit a higher incidence of overcrowding than homeowners. A specific examination of overcrowding data which distinguishes between primary and secondary dwelling units (secondary dwelling units are, for example, guest houses, apartments in a single-family residence or trailer units not in a trailer park) indicates that more of these units tend to be overcrowded.

It is evident that the problem of housing affordability is now affecting stable, employed families. Moderate income in 1981 is considered to be \$21,375 for a family of four. Thirty-nine percent (39%) or close to half of all households in the City of Carpinteria are below moderate income (calculated by household size). The housing problem, therefore, is one that affects the average resident of this City. Because the situation has reached a proportion where moderate and middle income residents are affected, there are immediate as well as long term spiraling effects. Low income elderly persons on fixed incomes, low income single parent households on public assistance, and other low income persons such as the disabled with special housing needs often must live in overcrowded and substandard situations on a budget that is so stretched that basic food and clothing necessities are often foregone. Because of the tight housing market, landlords can choose 'preferable' tenants and, therefore, not rent to families with children or to those requiring modifications in the unit for handicapped accessibility. Further, the City faces a situation in which households of various income groups are leaving Carpinteria. Young families in particular are leaving the area. Persons who raised families in Carpinteria see their children being forced to move elsewhere. Skilled workers leave for communities with more reasonable housing costs in relation to salaries.

In short, if housing costs continue to rise beyond the means of many residents, Carpinteria's character as a diverse community, providing for the needs and desires of a variety of social and economic groups, will be seriously threatened.

THE IMPACTS OF COASTAL PLAN REQUIREMENTS

Since the City is entirely located within the Coastal Zone and therefore must implement requirements set forth by the Coastal Commission, it is recognized that the City may not be able to exercise certain options in addressing housing issues that would be available to jurisdictions outside of the Coastal Zone.

SECTION 1 - EXISTING SITUATION

INTRODUCTION

This chapter contains a description of the existing housing situation in Carpinteria and a projection of future housing supply and demand based on current trends. In considering the existing situation, a number of factors are examined including housing type and condition, income and rent, construction rates and vacancy rates, among other items. In a section on housing needs, the number of households who cannot afford to buy or rent satisfactory housing and thus live in housing that is overcrowded or in deteriorated condition is estimated. An estimate is also made of those who must spend so much of their income for housing that they may have insufficient money for other necessary items such as food and medicine.

INFORMATION SOURCES

A number of information sources were used to provide background for this housing element. Public sources include the 1970 U.S. Census, the 1975 Special Census of Cities and County of Santa Barbara, 1980 U.S. Census Edits of Population and Housing, and other data from public agencies such as school districts and the County Health Department. Private sector sources include real estate data from the Multiple Listing Service and State Charter Savings and Loan disclosures.

HOUSING TYPE

Some 4,365 housing units exist in Carpinteria, of which 43% are single family dwellings, 11% are duplex through fourplex units, 31% are in apartments of five or more units, and 14% are mobile homes. As shown in Table 1, the proportion of multiple housing (5 or more units) has increased from 24 percent in 1975 to 31 percent in 1980, as single family units have declined from 47 percent to 43 percent of the City's housing stock.

The 1975 census indicated that 8.7%, or 374 units, of the total number of units in the Carpinteria Valley were seasonal. This area includes census tracts 16.01, 16.02, and 17 (see Figure 1). Due to the tight housing market, the number of seasonal units have probably declined since 1975. This is also confirmed by local realty representatives on the housing advisory group.

VACANCY RATE

An extremely low vacancy rate prevails in the City. An April 1980 vacancy survey (1) counted only four vacant dwelling units, less than 0.1% of Carpinteria's housing stock. This compares to 0.7% for the City of Santa Barbara and 1.3% for the County as a whole.

A vacancy rate this low points up a serious housing shortage in relation to demand. Problems include limited choice, high prices, the renting of illegal units, and the loss of affordable housing.

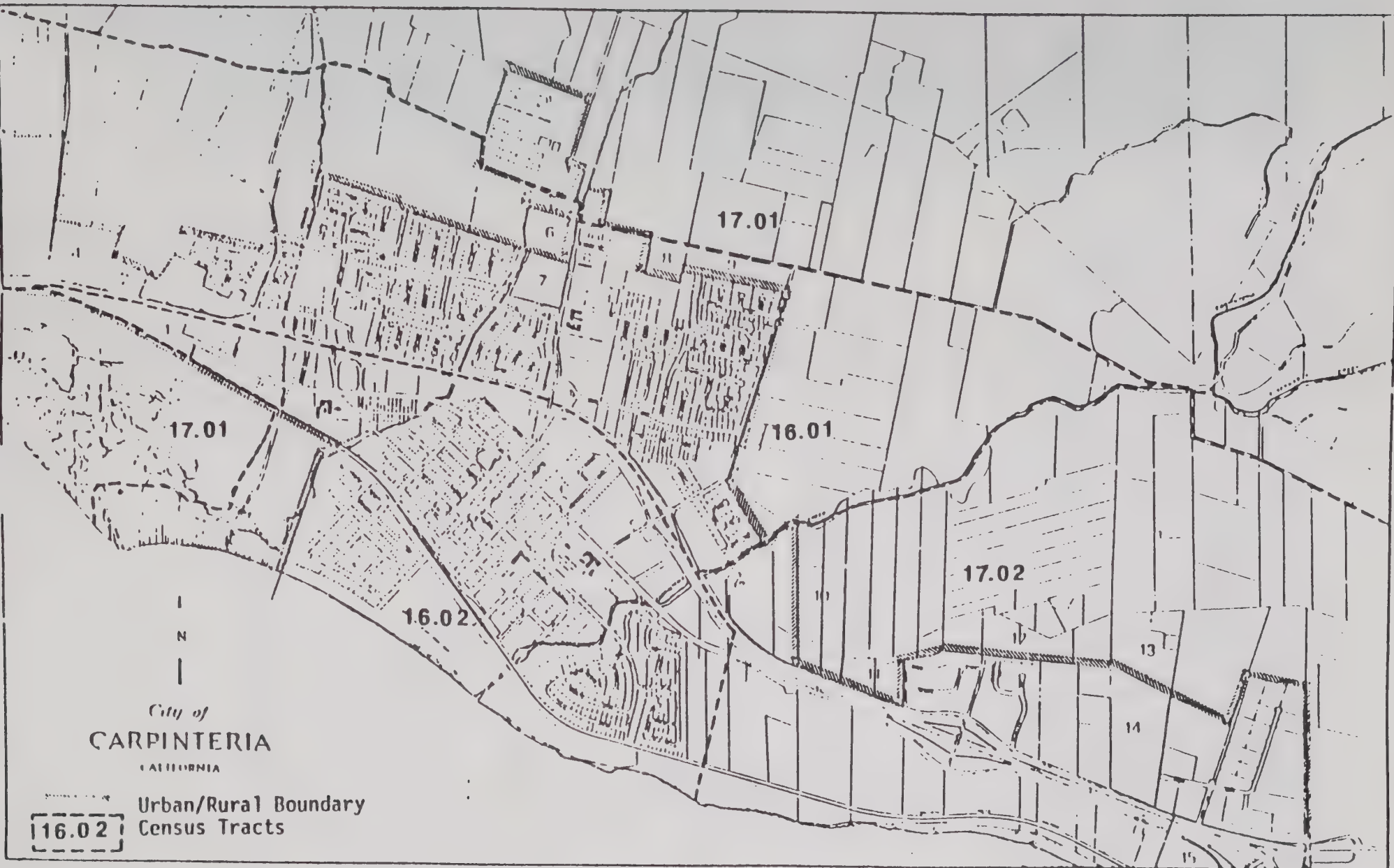
TABLE 1
City of Carpinteria
Housing Stock 1975 and 1980

<u>Type of Dwelling Unit</u>	<u>1975</u> ⁽¹⁾		<u>1980</u> ⁽²⁾	
	<u>Number of Units</u>	<u>Percent of Total</u>	<u>Number of Units</u>	<u>Percent of Total</u>
Single Family	1,815	47	1,873	43
2-4 Units	459	12	488	11
5 + Units	936	24	1,367	31
	<u>3,210</u>		<u>3,728</u>	
Trailers	588	15	582	14
Other	39	1	55 ⁽³⁾	1
	<u>3,837</u>	<u>100</u>	<u>4,365</u>	<u>100</u>

(1) Source: 1975 Special Census

(2) Source: City of Carpinteria Planning Department

(3) Labor Camp, hotel/motel units held as permanent residence



CITY OF CARPINTERIA
URBAN/RURAL BOUNDARY AND CENSUS TRACTS

FIGURE 1

TENURE

Dwelling unit occupancy by tenure for the City as a whole was nearly evenly split between owners and renters according to the 1975 special census. Approximately 56% of the occupied units were owned and 44% were rented. That ratio of owners to renters was the same as the county average.

The ratio of renters to owners as depicted in Table 2 below varies considerably between the areas to the north and south of the freeway. Owners occupied 76% of the units north of the freeway but only 33% of the units south of the freeway. It should be noted that most of the units north of the freeway are single family houses and most of the units south of the freeway are multiple units. Examination of current ownership patterns on the County Assessor's roll indicated that owner occupancy is currently lower than in 1975 for the area north of the freeway.

TABLE 2
City of Carpinteria
Housing Tenure by Census Tract*

	Owner Occupied Households	Renter Occupied Households
Census Tract 17 (incorporated portion)	75%	25%
Census Tract 16-01 (incorporated portion)	77%	23%
Census Tract 16.02 (incorporated portion)	33%	67%
City Overall	56%	44%

*See Figure 1 for map of census tracts
Source: 1975 Census

HOUSEHOLD SIZE

According to the 1975 Special Census, the average number of persons per household in the County was 2.7. The average for the City of Carpinteria was similar at 2.78 persons per household. The average number of persons per household in single family dwellings was 3.33; for duplex through fourplex dwellings, 2.52; for apartment buildings of five or more units, 2.39; and for mobile homes, 1.79. The proportion of dwelling units in the City that was owned or rented, according to household size, is shown in Table 3.

TABLE 3
City of Carpinteria
Household Size and Type of Tenure

Household Size	Owners	Renters	Total
Percentage of Dwelling Units			
1	10.1%	9.1%	19.2%
2	22.4%	12.6%	35.0%
3	8.2%	9.2%	17.4%
4	9.4%	5.3%	14.7%
5	4.4%	3.4%	7.8%
6	2.1%	1.0%	3.1%
7	0.6%	0.6%	1.2%
8+	.06%	1.0%	1.6%

Source: 1975 Census

DEMOGRAPHIC CONSIDERATIONS

ELDERLY

According to 1980 census data, eighteen percent or 770 of Carpinteria's 4,300 households have elderly heads of households (62 years old or older); of these, 92% are one or two person households. Thirty percent earn less than 50% of the area's median income for that household size while another 26% earn between 50% and 80%.

Table 4 indicates a surprisingly high number of owner occupied households with elderly heads whose income is less than 50% of the area's median for their household size. This income level indicates that the homes were probably purchased long ago when prices were lower and owners were employed. The probable age of this housing stock and the owner's low incomes make them likely candidates for a housing rehabilitation assistance program.

FAMILIES

Families have special housing needs relating to their ability to afford adequate space. Information on families is not available from the 1975 census; however, households of five or more may be considered families who will require three or more bedrooms to avoid overcrowding. This broad definition recognizes the decision rendered by the State Supreme Court in Adamson vs. City of Santa Barbara.

Table 4 indicates that 20% of the units occupied by five or more had household incomes of less than 50% of the area median. Fifty-two percent of such units had household incomes less than 80% of the area median. Those income levels coupled with the space requirements of families of five or more indicate that problems of overcrowding and overpayment are more pervasive among larger families.

HANDICAPPED PERSONS

From 10% to 14% of the County population is handicapped. About 1.2% are blind, 7% have physical disorders, and 6% mental disorders (8). It may be assumed that the City of Carpinteria has similar percentages of handicapped.

To nearly all handicapped persons, limited earning potential, inaccessability of existing units, and a limited ability to search for adequate housing can create a real housing problem. Mobility problems may preclude use of housing with steps and/or narrow bathroom doors. An unemployment rate around 20% for employable handicapped (compared with a regional unemployment rate of 6.8%) coupled with a Social Security Supplemental Income structure which is very low compared to local living costs and which is reduced further if the recipient earns additional income makes housing cost a major problem for many handicapped persons.

TABLE 4

HOUSEHOLD SIZE AND INCOME FOR THE CITY OF CARPINTERIA

(From 1975 Census Cross Tabs)

Household Incomes as Percent of Area Median for Each Household Size

Number of Households

	Less than 50%	50-80%	80-120%	Greater than 120%
Non Elderly Owners	104	176	403	697
Non Elderly Renters	347	284	302	317
Elderly Owners	138	155	128	114
Elderly Renters	60	33	37	30

One or two Person Housing Units with Elderly Heads
(62 years old or older)

Number of Households

Owners	135	141	121	102
Renters	60	29	23	30

Households of Five or More Persons*

Number of Households

Owners	18	63	82	76
Renters	70	79	33	18

*A total of seven owner occupied units of household size of five or more had elderly heads of households. No rented units of five or more had elderly heads of households.

HOUSING COSTS

This section examines the cost of housing to purchasers and renters as well as cost of new construction. All of these costs are very dynamic and none are normally of public record; therefore, cost data is usually one of the more difficult types of information to obtain and one of the less reliable.

RENTAL RATES

The median rent in Carpinteria in 1975 was around \$200 per month (2). By mid 1977 the median had advanced to \$280 or \$300 per month (3). By mid 1980, rents for houses and apartments advertised in the Carpinteria Herald and Santa Barbara News Press had about doubled from the 1975 level. One bedroom apartments rented for \$225 to \$425 per month, two bedroom apartments rented for \$350 to \$550 per month, and three bedroom apartments and houses rented for \$375 to more than \$700 per month.

PURCHASE PRICE

The purchase price of single family homes and condominiums has increased faster than rents, about a 300% increase since 1975 (4). The 1979 median price of a single family home was \$110,000. Table 5 shows the increase of mean home prices.

A mean home price alone is not an indication of affordability, as any given mean may be derived from a range of very low to very high priced homes or it may be derived from prices which cluster closely about it. The 25th percentile house price, or the price of the home which was 1/4 of the way up the range from least to most expensive, represents a truer indication of actual market prices for first home purchasers. North of the freeway, the 25th percentile home sold for \$94,000 in 1979, and south of the freeway, \$79,000. (5)

Condominiums have been less expensive than single family houses. The mean condominium sale price in 1979 was \$90,000, 74% of the mean single family house price. (4) This gap, however, has closed every year since 1975 when the mean condominium price of \$26,000 was 54% of the mean house price. Condominiums usually represent the lowest price ownership opportunities and only one unit in Carpinteria sold through the multiple listing service for less than \$50,000 in 1979.

TABLE 5

City of Carpinteria

Home Sale Prices 1975-1979

	Mean S.F. House Price	Mean Condominium Unit Price
1975	48,000	26,000
1976	63,000	40,000
1977	79,000	56,000
1978	90,000	68,000
1979	121,500	90,000

Source: Santa Barbara County Board of Realtors Multiple Listing Service

NEW CONSTRUCTION

Cost per unit for new construction varies with land cost, site preparation, size of units and structure type and quality. Generalizations about land and site preparation costs are very unreliable and will not be attempted here. Cost per square foot including architectural, structural, electrical, plumbing, and mechanical work may vary from about \$30 to \$35 for wood frame apartments and from about \$31 to \$41 for wood frame detached houses. (7) Thus an 800 square foot apartment might cost \$24,000 to \$28,000 exclusive of land or site preparation; and a 1600 square foot detached home might cost \$50,000 to \$66,000 exclusive of land or site preparation.

HOUSING SITES

Potential for additional housing in the City exists through three mechanisms:

- 1) New construction on vacant land which is zoned for residential use.
- 2) Buildout on existing parcels which are not developed to the full extent allowed by zoning.
- 3) Conversion of existing buildings to create more housing units when permitted under existing zoning. An example is conversion of a large single family house on a lot zoned for multiple residential use into a number of apartments.

According to the City's adopted Coastal Plan, which will become the land use element of the General Plan, an additional 1,049 housing units could theoretically be constructed within the City's existing boundaries (Table 6). This number is theoretical in nature because it represents a maximum number of housing units that could be built under ideal circumstances; it does not reflect any constraints on development such as topographic features or geologic hazards (e.g., steep slopes, unstable soils, flood or other hazards). Of the theoretical 1,049 potential additional units, an estimated 574 to 722 units could be constructed on land that is currently vacant in the City. Extending this estimate to include areas within the City's defined urban/rural boundary, the range of potential residences would be from 600 to 800 units.

One of the purposes of the Housing Element is to relate this housing potential to housing demand or need to ensure that the City's land use plan provides adequate housing opportunities. This relationship is discussed in the following section on housing needs.

RESOURCE CONSTRAINTS AND SERVICE SYSTEM CAPACITIES

The City of Carpinteria is served by the Carpinteria County Water District and the Carpinteria Sanitary District. Both of these Districts also serve portions of the unincorporated area surrounding the City.

The Carpinteria County Water District derives its water supply from the Carpinteria Groundwater Basin as well as surface deliveries from Lake Cachuma. The safe yield of the groundwater basin is estimated to be 4,500 AFY. The City has adopted a resource management program through which the City's portion of the water supply is allocated to new development projects. This program has been in effect since May 1979. According to current estimates of the existing water surplus, there

TABLE 6

CITY OF CARPINTERIA - BUILDOUT UNDER THE LAND USE PLAN [6]

<u>Land Use Designation</u>	<u>Existing Units</u>	<u>Potential Additional Units</u>	<u>Potential Conversions</u>	<u>Potential Buildout*</u>	<u>Potential Buildout as % of Existing Units</u>
2,180 sq. ft. or more	1,929	217	603	2,749	143%
3,500 sq. ft. or more	835	191	49	1,075	140%
7,000 sq. ft. or more	1,471	204	0	1,675	116%
20,000 sq. ft. or more	11	1	0	12	109%
AG	2	3	0	5	250%
Other	110	0	0	110	100%
Planned Unit Development	<u>0</u>	<u>433</u>	<u>0</u>	<u>433</u>	<u>00</u>
	4,358	1,049	652	6,059	142%

* Potential buildout = existing units + potential additional units + potential conversions.

may not be sufficient water to provide for the buildout of 600 to 800 additional housing units that would be permitted on vacant lots within the City without exceeding the groundwater safe yield unless more water becomes available through conservation, increased surface water or other means of augmentation or unless water allocation estimates are re-determined.*

The Carpinteria Sanitary District's wastewater treatment facility is now being utilized at approximately eighty percent of capacity and would be able to provide for the projected residential buildout of vacant parcels.

HOUSEHOLD INCOME

The 1975 Special Census of Santa Barbara County provides the most recent information on household income. For the purpose of this study, incomes have been advanced at a rate of 6% annually (compounded) to compare them to 1980 incomes of home purchasers as reported in State Chartered Savings and Loan disclosures.

Comparison of renters' income with owners' income is useful in determining whether they have less ability to afford housing than owners. Comparison with incomes of new purchasers is useful in predicting whether the new owners represent substantially the same population as existing owners. If not, a change in the character of the neighborhood may be expected with possible displacement of existing residents.

Table 7 depicts the income levels of owners, renters by structure type, and new purchasers of single family homes. It can be seen that existing owners are not of a substantially different income class than renters, but new purchasers of homes have much higher incomes. Perhaps the best explanation of the latter finding is that purchase prices (as outlined in the housing cost section) are beyond the means of most existing owners and renters; therefore, the relatively higher incomes of new purchasers is expected. It is interesting to note that of all purchases of single family homes involving State Chartered Savings and Loan Association loans in the first half of 1980, only 25% of the purchasers north of the freeway were two-income households, while 75% of the purchasers south of the freeway were two-income households even though their mean household income was much lower.

* For further details, see Section 3.12 of the Coastal Plan - January 1980.

TABLE 7

MEAN ANNUAL INCOMES FOR OWNERS AND
RENTERS IN THE CITY OF CARPINTERIA

Mean Household Income for all H.H. sizes	[2]	\$17,600
Mean Owners' Income	[2]	\$21,300
Mean Renters' Income	[2]	\$14,600
Single Family Renters'	[2]	\$15,600
2-4 M.H.	[2]	\$15,000
5+	[2]	\$13,700
New Purchasers	[5]	\$31,000
North of Freeway	[5]	
South of Freeway	[5]	\$19,600

[2] 1975 Special Census advanced to 1980 level by a compounded annual increase of 6%

[5] State Chartered Savings and Loan Association disclosures.

SECTION 2 - INDICATORS OF HOUSING NEED

INTRODUCTION

Housing needs exist when households are unable to purchase or rent a place to live that is within their economic means and is adequate and of a sufficient size to provide sanitary, decent, safe housing. The factors used in assessing needs include: the portion of income used for rent, number of persons in each dwelling unit, and the condition of the dwelling unit. While information used to assess these problems is the best available, it should be used as a guide to addressing the degree and proportion of housing need rather than interpreted as a definitive statement of housing needs.

OVERPAYMENT

Overpayment occurs in a household budget when more than a certain percentage of gross income is devoted to rent, thus forcing other central household items to be sacrificed. The federal standard of a 25% rent/income affordability ratio is partly derived from the old "rule of thumb" measure that one week's pay should be devoted to monthly rent. The problem of overpayment is especially critical for lower/income households because fewer dollars are available to spend for goods and services to meet other essential needs. Very low income households (those earning less than \$4,000 per year in 1974) may have no other choice than to spend a high proportion of their income for housing since the data examined for the Carpinteria area emphasizes the dramatic nature of the overpayment problem for the lower income groups. According to income/rent data for 1974, nearly 100% of those earning less than \$14,000 per year paid more than 25% of their income for rent. As one ascends the income scale, the problem diminishes, but does not apparently disappear until 1974 household income exceeded \$15,000 per year. A total of approximately 676 households or 15% of total city households paid more than 25% of their income for rent.

Based on 1974 median household incomes, the City is a low and moderate income area. The 1974 median income in Census Tract 16.01, which includes all City areas north of Highway 101, was \$14,108 or 104% of the County median. In Census Tract 16.02 which includes the City area south of Highway 101, median income was lower at \$8,625, or 64% of the County median income. This latter area is the older, downtown section of Carpinteria where the City's commercial core is flanked by small single family residences.

Of the 45% of the City's households who earned an income of less than \$15,000 in 1974, 71% of those who rented a single family residence paid more than 25% of their gross monthly income for housing. In addition, approximately 62% of those households renting dwellings of two to four units size, and 60% of those in five units or more paid more than 25% of their income for rent. Most of the City's renters who paid more than 25% of their gross monthly income for housing lived south of the freeway.

Admittedly, the data used in this section is dated and raises questions as to accuracy for estimation purposes. To check the estimates, it is possible to "advance" income and rents using certain assumptions to obtain a more realistic

picture of the current overpayment situation. This procedure will indicate if the situation has gotten better or worse using prevailing assumptions. For example as indicated in an earlier section in this report, rents have about doubled since 1974 (a 100 percent increase). On the income side, incomes have increased on the order of 6% to 7% per year (compounded), or approximately 40 to 50 percent since 1974. Therefore, it is clear that rents have increased faster than incomes. Those households in 1975 who were paying approximately more than 25% of their income for rent are now most likely to be paying more than 35% of their income for rent, and those paying more than 40% of their income in 1975 would be most likely to pay more than 55% of their income for rent. All indications suggest that in 1980 the overpayment issue is more critical for many households earning less than \$20,000 per year income.

OVERCROWDING

Overcrowding is expressed mathematically as 1.01, or one or more persons per room. The census definition of a room excludes closets, storage areas, utility rooms, hallways, bathrooms, or open-ended kitchens. Statistically, single-family dwellings have more rooms which fit census definitions. Sources indicate overcrowding appears to be an issue in Carpinteria. However, information on which to base overcrowding estimates tends to be weaker than other information. For example, part of this problem is that in the 1975 census, an indication of the number of people per room was not asked in the Carpinteria area. Therefore, information on overcrowding is not available from the 1975 census. As a result, 1970 census material and 1980 pre-census edit material samples were examined. In the 1970 census, it was determined that for the area north of the freeway, approximately 13% or 95 of 730 households were overcrowded. In 1970, that area south of the freeway or in that area of Census Tract 16.02, approximately the same percentage of overcrowding prevailed; 181 dwelling units were occupied by more than 1.01 persons per room of the total of 1,403 occupied dwelling units, or approximately the same 13% overcrowding estimate. From the 1980 pre-census survey conducted by the County Planning Department, an estimate of overcrowding was obtained. Of approximately eight census blocks examined for survey material, a total of six of these blocks were in the area south of the freeway, and two of those were in the area north of the freeway. Changes in the types of housing have occurred in the area north of the freeway. In fact, pre-census material indicates the overcrowding problem in this area north of the freeway has substantially diminished. Of approximately 47 units that were surveyed, only one of these had any indication of overcrowding. However, the area south of the freeway still appears to be subjected to an overcrowding problem. Of approximately seven census blocks which accounted for a total of 139 units, approximately 15% of these units were indicated to be overcrowded. It is interesting to note that a specific examination of overcrowding data which distinguishes between primary and secondary dwelling units, secondary dwelling units being for example guest houses, apartments in a single family home, or trailer units not in a trailer park indicate that more of these units tend to be overcrowded. Of additional specific interests is that when overcrowding does occur, it at times occurs in a substantial manner. In some instances there were 8 to 10 people living in one unit.

HOUSING CONDITION

An estimate of housing condition, i.e., the quality of housing stock, is usually made with 1970 census data. The data usually included dwelling units with inadequate plumbing facilities and age of dwelling unit compared with its estimated value. Fortunately, a more current estimate of housing condition is available

for the City of Carpinteria. In June 1978, a housing condition survey was conducted by staff of the City's Planning Department. Table 8 presents this data. Housing in need of major repair but capable of being rehabilitated is generally classified in C Condition as noted in the table. As shown, 13% of the City's housing stock falls under this category; 91% of these units are located in the area south of Highway 101. Over half (56%) of the dwelling units in this area that are in need of rehabilitation are single-family residences. Because of the heart of concentration of these units within the "downtown" section of the City, this area is a prime target for a rehabilitation program.

The problem of deteriorated housing appears to be significant, and it is not easy to remedy. Deteriorated dwellings tend to be inhabited by low-income persons which means that major financial assistance is needed to upgrade these units. The problem is compounded because the majority of units are often occupied by renters.

TABLE 8
City of Carpinteria
CONDITION OF HOUSING STOCK - 1978

<u>HOUSING CONDITION</u>	<u>NUMBER OF UNITS</u>	<u>PERCENTAGE</u>
A - Good	1,236	34
B - Fair	1,641	45
C - Poor	462	13
D - Beyond reasonable economic repair	283	8
	<u>3,622 *</u>	<u>100</u>

Source: City of Carpinteria Coastal Plan, January 1980

* Excludes 582 mobile homes, 22 labor camp units, and 33 motel units used as a permanent residence; the City's total 1978 housing stock was 4,259.

HOUSING DEMAND AND SUPPLY - THE NEED FOR BALANCE

As stated earlier, one of the purposes of the Housing Element is to relate the potential for new housing under the City's land use plan with the demand for housing in attempting to provide sufficient housing opportunities. The demand for new housing in Carpinteria will be affected by the City's population growth (i.e., people who have lived in Carpinteria, raised families, and whose children choose to establish residences of their own in the community), new citizens or the in-migration of people who may come to work and reside in Carpinteria, or the in-migration of those who desire to live in Carpinteria while working elsewhere on the South Coast. The potential for in-migration of new residents is strongly tied to the amount of new commercial and industrial growth planned or encouraged by the City; and this growth is related directly to the land use plan, which targets certain areas specifically for commercial or industrial land use. By identifying vacant acreage in these land use categories and applying assumptions as to the amount of business expansion that development could lead to, the number of jobs and an estimate of related increased housing demand can be generated. For example under the land use plan, a total of 120.94 acres are designated for commercial use. Of this, 56.38 acres are currently in commercial use, 6.6 are in some other use, and 57.96 are vacant. Should the vacant commercial acreage be developed, such development could result in the need for an estimated 405 homes, as shown in Table 9.

A total of 196.26 acres are designated for industrial use, of which 148.73 acres are currently in industrial use and 47.03 acres are vacant. Once developed, a theoretical demand for 276 to 1,005 housing units could result (Table 9). Thus, commercial and industrial expansion together could lead to demand for an additional 681 to 1,410 housing units based on the assumptions shown in Table 9. The 600 to 800 units that could be constructed on existing vacant lots within the urban/rural boundary, as noted earlier, would only meet the lower end of this potential demand.

Such a disparity could have the effect of forcing new employees to live elsewhere and commute to work, resulting in more vehicle miles travelled, increased gasoline consumption and expense, and the attendant negative impacts on air quality. On the other hand, if the available new housing were absorbed by new employees, there would not be sufficient housing opportunities for the families of long-term residents or to satisfy the demand caused by factors external to the City.

The question as to when this disparity or shortfall of housing units may occur is a function of the rate of new residential construction and new commercial and industrial development. The water resource constraint discussed earlier will also be a factor. However, if housing construction were to proceed at the rate that occurred from 1975-80, or 410 units over this five-year period, the 600 to 800 units permitted under the land use plan would be built by 1990. Therefore, it is reasonable to conclude that this housing issue is one which must be addressed in the near future.

City of Carpinteria

Estimated Housing Demand As Result of
Commercial and Industrial BuildoutCOMMERCIAL

Existing Vacant Acreage 57.96 acres

Gross Square Footage 2,524,738 square feet

Net square footage (minus 30%) = 1,767,317 square feet

Assume 25% of the net square footage is used for basic (export) commerce and 75% for non-basic (local service and support) commerce.

Basic square footage = 441,829 square feet

Assume 275 square feet needed per employee* = 1,607 employees.

Assume 27% of the employees in-migrate from outside of the County*; then, there would be 434 new employees needing housing.

Estimate 1.4 people per household*; then, there would be a need for 310 household units.

Non-basic square footage = 1,325,488

Assume 500 square feet/employee* = 2,651 employees

Assume 5% in-migration* = 133 new residents

Estimate 1.4 people/household* = 95 household units

Total Estimated Housing Demand As Result of Commercial Buildout = 405 units.

INDUSTRIAL

Existing Vacant acreage 47 acres

Gross square footage 2,047,320 square feet

Net square footage 1,433,124 square feet

Assume a range of 1,000 to 275 sq. ft. needed per employee* = 1,433 to 5,211 employees

Assume 27% of the employees in-migrate from outside of the County*; then, there would be 387 to 1,407 new residents.

Estimate 1.4 people per household* = 276 to 1,005 housing units needed.

TOTAL ESTIMATED HOUSING DEMAND AS RESULT OF COMMERCIAL AND INDUSTRIAL BUILDOUT:
681 to 1,410 units

*Source: Santa Barbara County Regional Growth Impacts Study, July 1980, and Santa Barbara County Department of Environmental Resources Staff

SPECIAL HOUSING NEEDS

(This section is primarily taken from the section of the Local Coastal Program on housing.) Employment opportunities in a housing market play a large role in determining the type of housing that is needed. Of specific concern in terms of the Carpinteria Valley, is the future development of the greenhouse and avocado industry. The greenhouse industry of the valley currently employs over 600 full-time people, most of them residing in the Carpinteria area. Workers in this industry tend to have lower prevailing wages than other individuals who compete in the same housing market. Of specific interest is that agricultural workers tend to be Spanish speaking which indicates potential language barriers exist in securing adequate and affordable housing. Also of specific interest as related to the Coastal Program is that visitor serving commercial uses are priority uses under the Coastal Act. Should the area on the bluffs designated for visitor serving uses be developed, there would be a need for housing for new employees. Even with the expansion of the industrial park, there would be an increase in the need for housing. Often service jobs tend to be of lower prevailing wages. Thus, there is a need to consider the specific relationship between future employment opportunities and affordable housing. However, it is difficult to examine this area in a quantitative manner.

SUMMARY OF EXISTING HOUSING NEEDS

Table 10 summarizes information on housing needs, including factors of overcrowding, overpayment, number of low and very low income households, and housing in poor condition. Households overpaying for rent appears to be a significant area of concern as does overcrowding.

ALLOCATION OF MARKET AREA HOUSING NEEDS

Section 6422 of the California Housing Element Guidelines requires that local housing elements recognize that a housing market is not restricted to jurisdictional boundaries but operates across jurisdictions. For example, people who live in a city and work in the unincorporated area and other cities appear to be a case in point in the Carpinteria Valley. The point is that in defining housing demand and, particularly housing needs, the geographic scope of the housing element must include the market area and not just the local jurisdiction. In reference to Carpinteria, the actions of the City of Carpinteria, County of Santa Barbara, indeed the City of Santa Barbara, which all operate in the South Coast market economy, affect housing in Carpinteria and vice versa. This emphasizes the need to develop a comprehensive picture to the housing needs issue. In recognizing the broader nature of housing needs, the local Council of Governments has prepared a Fair Share Housing Allocation Plan for Santa Barbara County. The plan recognizes that there is concentration of low/moderate income households in cities in Santa Barbara County, and that the County and City must share equally in responsibilities to address housing needs. Generally, the plan emphasizes that the County of Santa Barbara and the unincorporated areas will have to take a greater responsibility for addressing housing needs over and above its own identified needs for the County. In the case of Carpinteria, it is indicated that housing needs relative to the South Coast area are fairly evenly balanced in terms of City responsibilities, although a slight reduction in responsibility to address City housing needs is recommended. The general conclusion of the Fair Share Allocation Plan suggests that the City and the County will work cooperatively to meet housing needs. This is particularly important in reference to addressing agricultural worker housing needs in the unincorporated area. The City has borne most of the responsibility for providing housing in this area.

TABLE 10
City of Carpinteria
FACTORS IN ESTIMATING HOUSING NEED

<u>FACTOR</u>	<u>NUMBER & DATE</u>
Overpayment	679 Households (1974)
Overcrowding	660 (1980)
Very Low Income Households	649 (1974)
Low Income Households	1,297 (1974)
Housing in Dilapidated Condition	283 (1978)
Housing Requiring Extensive Repairs	462 (1978)
Estimated Shortfall of Housing Units to meet Commercial & Industrial Buildout: This estimate could range from no shortfall to a need for some 800 units, depending on the type of industrial and commercial development and the amount of new housing provided.	

Specifically, Table 11 estimates Fair Share Housing responsibilities for Carpin-
teria. Line 1 details total households in 1975, line 2 those households which
earned less than 80% of the median county wide income, line 3 is estimated
1979 households with unmet needs (those likely to be eligible for housing
assistance). The next three rows estimate City housing needs for 1985. In
line 4 the number of households with potential housing problems are identified,
in line 5 future unmet needs are shown and in line 6 "fair share" unmet needs are
shown. As noted above the difference between the last 2 lines is minor.

TABLE 11
FAIR SHARE HOUSING NEED
City of Carpinteria

Households, 1975	3,325
Non-Market Rate Households, 1975	1,297
Estimated Unmet ^A Housing Needs, 1979	638
Fair Share Estimate, Non-market Rate Households, 1985	1,719
1985 Estimate Unmet Needs without Fair Share	757
Fair Share Estimate, Unmet Household Needs, 1985	729

A: NOTE: Distinction between this estimate and Table 10 is due to that this estimate is a county-wide average applied to Carpinteria on a proportionate basis. Table 10 is more area specific and detailed.

FOOTNOTES TO PART I

- [1] Santa Barbara SMSA Housing Vacancy Survey, Federal Home Loan Bank of San Francisco; Survey Date: April, 1980, Publication Date: August, 1980.
- [2] 1975 Santa Barbara County Special Census.
- [3] City of Carpinteria, Housing Coordinator.
- [4] Data from Santa Barbara County Board of Realtors Multiple Listing Service.
- [5] Data from State Chartered Savings and Loan Disclosures.
- [6] City of Carpinteria Coastal Plan
- [7] "Building Standards," May-June, 1980.
- [8] "County Human Services Commission, Otherwise Abled Project, Santa Barbara County Mental Health Dept."

CARPINTERIA'S HOUSING PROGRAM

INTRODUCTION

Part I of this Housing Element provided background data and detailed documentation of the City's housing problem. It also identified those segments and areas of the community that are most in need of housing assistance. Part II, consisting of three sections, describes the City's strategy for addressing its local housing problems. Section 1 outlines the broad issue areas derived from Part I which are addressed by goals, policies and program actions in a subsequent section. Section 2 describes the City's existing housing programs directed at meeting the City's housing needs. Section 3 establishes goals, policies and program actions, based on issue areas identified in Section 1, to direct the City in its continuing effort to provide housing opportunities for all economic segments of the community.

SECTION 1 - HOUSING ISSUES

The City's existing housing conditions and problems are identified in Part I of this Housing Element. Key issue areas can be divided into the following seven categories.

A. HOUSING OPPORTUNITY/ACCESSIBILITY

Issues of how to insure non-discrimination in housing, bilingual dissemination of housing information, handicapped or elderly accessibility, locational choice, emergency housing needs, such as those caused by displacement, or special housing needs such as for farmworker, seasonal worker (i.e., visitor-serving occupations) or single parent households.

B. PRESERVATION OF EXISTING HOUSING STOCK

Issues of preserving existing housing without displacement of existing residents, loss of housing sites associated with commercial/industrial expansion, prevention of decline in neighborhood quality and housing rehabilitation.

C. AFFORDABILITY OF EXISTING HOUSING STOCK

Issues of condominium conversions, high rental rates and the high cost of home purchase in the City's existing housing supply.

D. PROVISION OF HOUSING SITES

Issues of availability of residentially developable land, public acquisition of appropriate sites and rezoning necessary to meet projected need in terms of the adequate number of additional units.

E. CONSTRUCTION/DEVELOPMENT OF NEW HOUSING

Issues of how to make newly constructed housing affordable to low and moderate income households and the creation of a range of housing opportunities.

F. INTER-GOVERNMENTAL/REGIONAL COORDINATION

Issues concerning the need to elicit coordination/cooperation from other jurisdictions on addressing the regional implications of the housing problem, such as resource constraints, limited service system capacities and special housing needs.

SECTION 2 - EXISTING HOUSING PROGRAMS

The County of Santa Barbara and the City of Carpinteria work together to provide existing housing programs for the City of Carpinteria. Two major housing related programs are currently in operation: 1) use of Community Development Block Grant (CDBG) funds for housing rehabilitation, 2) Section 8 Rental Assistance managed by the County Public Housing Authority. This section briefly examines these existing housing programs and how they fulfill the function of providing assistance to those in need. Additionally, current City housing policies adopted through the Local Coastal Program and the development of a mobile home rent stabilization ordinance/board are also discussed in this section.

The County of Santa Barbara and the City of Carpinteria have an agreement that results in the County administering the City portion of the Community Development Block Grant (CDBG) Fund. This Federal program enables the County to compete for an annual appropriation of funds for housing and other related activities. The current CDBG program is anticipated to continue and be expanded to include funds to be directed for street improvements in 1981. The specific Housing Rehabilitation Loan Program was developed using 1978 CDBG funds and is done in cooperation with Security Pacific Bank, a local lender. The program offers low interest loans for housing rehabilitation, with an emphasis on the elimination of health and safety hazards and other substandard living conditions. The qualified recipient may be able to borrow as much as \$15,000 at 7% interest to make necessary repairs. To initiate the program, the County deposited program funds with Security Pacific, who makes privately funded home improvement loans to qualified property owners at interest rates reduced due to CDBG funds held by the Bank. This results in reduced interest rates of 7% and 9%. Loans of up to \$7,500 per unit per maximum of four units are also available for improvement of rental property. In each case, the maximum term of repayment is 15 years. Eligible homeowners within the City are those located in Census Tract 16.02, which is primarily that area located south of the freeway. Target goals for the number of units to be rehabilitated annually have been identified and, as mentioned previously, the program is expected to continue into the near future with expanded rehabilitation financing assistance.

In addition to the County of Santa Barbara sponsored Block Grant Program, the County Public Housing Authority operates the County Public Housing Assistance Program in Carpinteria. Contracts for approximately 150 units of Section 8 rental housing assistance are now in effect in the City of Carpinteria. Approximately 75 of these units are for elderly one and two persons households and the remaining 65 units are for families ranging in household size from one to four persons. The Housing Authority of the County rents space from the City of Carpinteria and an individual from the Housing Authority acts as prime administrative agent. The popularity of the program is illustrated by the fact that there is a waiting list as of 1979 of approximately 50 individuals. The recent consolidation of Carpinteria and the remaining unincorporated south coast area Housing Authority has increased the waiting list to approximately 1,000 individuals. The Housing Authority also has opportunities to administer other programs such as existing public housing and other low interest loan programs, but it has not done so in Carpinteria. Before the Housing Authority can begin administering a public housing program, a voter approved referendum is required to enable construction of public housing. This is due to a requirement of Article 34 of the California State Constitution.

Another important segment of existing housing policy in Carpinteria is the housing section of the City's recently adopted Local Coastal Plan. LCP policy includes reference to the need for an inclusionary housing program and concerns over conversions of rental properties to condominiums. Implementation of these housing policies will also assist in the development of a comprehensive housing program.

In response to the concerns of a coalition of local citizens and mobile home park residents, the City Council also adopted a mobile home rent stabilization ordinance in 1980 which provides for the formation of a Rent Stabilization Board empowered to approve, set and adjust the rent schedule for mobile home tenancies in the City in accordance with the adopted ordinance. Due to the high cost of moving mobile homes, the potential damage resulting therefrom, the substantial investment of mobile homeowners in such homes, expenses relating to requirements for the installation of mobile homes, including permits, landscaping and site preparation, and the lack of alternative sites for the relocation of mobile homes, the ordinance is designed to protect the owners and occupants of mobile homes in traditional mobile home parks from unreasonable rent increases, while at the same time ensuring that park owners receive a "fair return" on their investment and rental increases sufficient to cover any increases in incurred costs.

SECTION 3 - COMPREHENSIVE HOUSING PROGRAM GOALS, POLICIES AND PROGRAM ACTIONS

It is clear from the accomplishments described in Section 2 that the City of Carpinteria has made an effort to provide for the housing needs of all economic segments of the community. However, due to the persistent reasons outlined below and documented in Part I, there is a need to strengthen and expand the City's comprehensive housing program.

- The City's Housing Assistance Plan identifies 642 households, or approximately 15% of the City's total number of households, still having unmet housing needs;
- Many of the low income households such as single parent households, the disabled and the elderly continue to have special housing needs;
- The City faces a shortage of available rental units at rents which are affordable to low and moderate income households;
- The cost of homeownership has risen to such a level that many moderate and middle income households, particularly first-time buyers, can no longer afford to purchase a home at generally accepted income/housing expenditure ratios;
- Many low, moderate and middle income level households that are comprised of native Carpinterians can no longer afford to reside in the Carpinteria area as a result of rising housing costs.

It is the overall housing goal of the City of Carpinteria to resolve its housing problems and make provision for adequate housing opportunities within a framework that is economically feasible. It is recognized that this goal can only be accomplished through participation of both the public and private sectors, thereby assuring maximum benefit from available resources.

HOUSING GOALS

The Housing Goals adopted by the California State Legislature will provide the basis for housing goals, policies and programs for the City of Carpinteria.

"The Legislature has found the subject of housing to be of vital statewide importance and has declared the early attainment of a decent home and a satisfying living environment for every Californian to be a priority of the highest order."

In support of this overall State goal of decent housing, three sub-goals have been identified that have both State and local significance:

1. The provision of decent housing in a satisfying environment for all persons of the community regardless of age, race, sex, marital status, ethnic background, source or amount of income or other arbitrary factors.
2. The provision of a diversity of housing selection by location, type, price, tenure.

3. The development of a balanced residential environment with equal opportunities for access to community facilities and adequate services.

Additionally, several of the City's adopted goals and policies pertain, either directly or indirectly, to housing issues. The most specific one being:

To encourage a range of housing types, styles and costs to suit the varying needs and desires of the elderly, low income individuals and other economic groups in our society.

These goals provide the basis for the City's comprehensive housing program. The following policies and implementing actions, presented under the seven major housing issue areas, are courses of action proposed to guide the pursuit of these housing goals. For each policy area, the specific implementing action(s) are addressed, inclusive of the responsible implementing agency, implementation schedules, and potential program funding sources. The funding sources outlined are not exhaustive or exclusive but are intended to indicate the principal funding sources available for the particular type of action. While it would be desirable to immediately implement each of the implementation actions, it is recognized that there are competing demands for the City's economic resources. Therefore, an implementation priority ranking indicated on a scale of one (1) through three (3) (one being the highest priority) is also included for each implementing action. The specific implementing actions and their component parts, as presented in the appendices, are steps to be taken in structuring the City's housing program for the next 5 to 10 years.

- * (In the event that grant funding necessary to implement a particular action(s) is not obtained, the City shall not be committed to appropriating City funds to implement such action(s), but rather, should pursue alternative funding sources and/or establish a new implementation schedule as necessary for implementing such action(s).)

A. HOUSING OPPORTUNITY/ACCESSIBILITY

Policy 1: The City shall promote equal opportunity in housing and encourage housing opportunities for households with special housing needs.

Implementing Action 1.1

Periodically publish flyers/pamphlets summarizing housing related activities and/or programs being offered. All information shall be available in both English and Spanish and shall be distributed throughout appropriate locations in the City.

Responsible Agency: City of Carpinteria, County of Santa Barbara - Public Housing Authority, Area Planning Council as appropriate.

Funding: City, possibly using Community Development Block Grant Funds.

Schedule: As part of administration of housing activities and/or programs.

Implementation Priority Ranking: 2

Implementing Action 1.2

Encourage the provision of housing opportunities for families with children whenever possible in future manufactured housing and multiple unit developments by reviewing development proposals with attention to the provision of adequate play areas, a mixture of styles and sizes of units, etc.

Responsible Agency: City Community Development Department

Funding: Not applicable

Schedule: Ongoing

Implementation Priority Ranking: 1

Implementing Action 1.3

Pursue the feasibility of expanding the share-a-house program for the elderly that is presently being sponsored in the City of Santa Barbara using City Community Development Block Grant funds by two non-profit agencies, Family Services Agency and Community Resources Information Service, to Carpinteria. This is an eligible Community Development Block Grant (CDBG) program and an eligible Revenue Sharing program and should only be considered for CDBG funding in Carpinteria dependent on the results of the pilot program that is currently getting underway in Santa Barbara and if a demonstrated need for such a program exists.

Responsible Agency: Non-profit sponsor agencies

Funding: CDBG funds
Revenue Sharing funds

Schedule: Possibly within 1982-84 years of CDBG funding if available and appropriate.

Implementation Priority Ranking: 3

Implementing Action 1.4

Encourage shared equity arrangements whereby an investor(s) shares in the equity of a home with the resident-owner. Such an arrangement would be, for example, when an elderly homeowner who no longer wants to assume all of the responsibilities of ownership, sells a portion or all of the equity in the home while retaining the right of occupancy to that home.

Responsible Agency: City to encourage local realty companies to support and facilitate such arrangements as necessary.

Funding: Not applicable

Schedule: Ongoing

Implementation Priority Ranking: 2

Policy 2: Accessibility to the physically handicapped in new residential development and housing to be rehabilitated shall be strongly encouraged.

Implementing Action 2.1

Amend City Building Code to conform to new section of the 1979 Uniform Building Code (Section 1213) requiring entrance accessibility in new buildings containing more than 20 dwelling units. One unit shall be accessible to the handicapped in buildings of 21 to 99 units plus one additional accessible unit for each additional hundred units. (See Appendix A for specific amendment)

Responsible Agency: City Council to adopt specific modifications to building code.

Funding: Not applicable

Schedule: Spring, Summer 1981

Implementation Priority Ranking: 1

B. PRESERVATION OF EXISTING HOUSING STOCK

Policy 3: The City shall continue and expand existing voluntary rehabilitation programs which leverage private capital participation and protect residential opportunities for low and moderate income residents.

Specific program target areas of the City should be identified by the City prior to the implementation of such programs.

Implementing Action 3.1

Continue the assisted residential rehabilitation loan program.

Responsible Agency: County of Santa Barbara and/or City of Carpinteria; technical assistance provided by Area Planning Council.

Funding: Community Development Block Grant Program and Federal Department of Housing and Urban Development, Section 312 programs.

(Note: See glossary preceding Part I of this Element for definitions.)

Schedule: Ongoing while funding is available.

Implementation Priority Ranking: 1

Implementing Action 3.2

Pursue the feasibility of expanding the use of rehabilitation loan program funds for mobile home rehabilitation.

Responsible Agency: County of Santa Barbara and/or City; technical assistance provided by Area Planning Council.

Funding: Community Development Block Grant Program and Federal Department of Housing and Urban Development, Section 312 programs.

(Note: See glossary preceding Part I of this Element for definitions.)

Schedule: Within the next three years of CDBG funding, as available and appropriate.

Implementation Priority Ranking: 2

Policy 4: The City shall actively pursue strengthening of code enforcement/housing inspection programs.

Implementing Action 4.1

Develop an ordinance to implement the requirements of Section 17299 of the Revenue and Taxation Code which prohibits a taxpayer who derives rental income from substandard housing from receiving income tax deductions for interest, taxes, depreciation or amortization paid or incurred with respect to the substandard housing. Such an ordinance would authorize the Community Development Department to notify the Franchise Tax Board if a taxpayer has not brought a property into compliance with applicable housing codes within six months.

Responsible Agency: City of Carpinteria

Funding: Not applicable

Schedule: 1981

not be permitted unless: a) units are beyond reasonable economic repair (e.g. the costs of rehabilitation exceed 50% of the market value of a unit in its present deteriorated condition); and b) demolition is required for health and safety reasons; or c) the City Council finds that the demolition serves a valid public purpose. Where low or moderate income units are to be demolished, replacement of the units shall be required at a minimum of one replacement unit for every two demolished and displaced tenants shall be given priority for available public housing assistance programs.

Implementing Action 5.1

Adopt a Residential Rental Unit Demolition Ordinance. (See glossary preceding Part I of this Element for the definition of displacement.)

Responsible Agency: City

Funding: Not applicable

Schedule: Adoption as part of Zoning Ordinance
Application of ordinance upon adoption

Implementation Priority Ranking: 1

Policy 6: The City shall continue to concentrate efforts to develop public improvements in neighborhoods requiring revitalization.

Implementing Action 6.1

Continue Community Development Block Grant financed efforts to provide curbs, gutters, sidewalks and storm drains to complement housing rehabilitation activities.

Responsible Agency: City

Funding: CDBG funds

Schedule: Ongoing as funding is available

Implementation Priority Ranking: 1

C. AFFORDABILITY OF EXISTING HOUSING STOCK

Policy 7: The City shall continue to support rental assistance programs for low income households.

Implementing Action 7.1

Continue Section 8 Rental Assistance Payments Program.

Responsible Agency: County of Santa Barbara, Public Housing Authority

Funding: Section 8 Rental Assistance Payments Program

Schedule: Ongoing

Implementation Priority Ranking: 1

Implementing Action 7.2

Implement rental assistance where rental housing rehabilitation funded under the CDBG Program will result in an increase in rents. An agreement with the landlord/property owner prior to the start of the rehabilitation work will be necessary to ensure that the costs of the rehabilitation loan will not adversely affect the affordability of the units. (See the glossary for the definition of affordability.)

Responsible Agency: County of Santa Barbara, Public Housing Authority and County of Santa Barbara Community Development Block Grant Program Administrator or City of Carpinteria (whichever has control over Community Development Block Grant Program).

Funding: Two options: 1. Section 8 Rental Assistance Payments Program
2. Section 8 Rehabilitation

Schedule: Where appropriate, following completion of housing rehabilitation of individual rental units.

Implementation Priority Ranking: 3

Policy 8: The City shall ensure that rental costs for mobile home and trailer park spaces are stabilized and that park owners receive a fair return on their investment.

Implementing Action 8.1

Continue the Mobile Home Rent Stabilization Program.

Responsible Agency: City

Funding: Administration costs funded by City General Fund. Possible rental assistance available through Section 8 Rental Assistance Payments Program, which is also applicable to mobile home/trailer tenants.

Schedule: Ongoing

Implementation Priority Ranking: 1

Policy 9: The City shall, through an adopted Condominium/Cooperative Conversion Ordinance, maintain the existing supply of rental housing, and, in the event of permitted conversions, provide for a range of home ownership opportunities.

Implementing Action 9.1

Adopt a Condominium/Cooperative Conversion Ordinance that establishes housing conditions under which conversions may be requested as well as development criteria for permitted rental conversions. (See glossary preceding Part I of this Element for definitions.)

Responsible Agency: City

Funding: Not applicable

Schedule: Adoption as part of Zoning Ordinance
Application of ordinance upon adoption

Implementation Priority Ranking: 1

D. PROVISION OF HOUSING SITES

Policy 10: The provision of sites for new housing units shall be balanced with provision for commercial and industrial growth under the City's land use plan.

Implementing Action 10.1

Amendment of the land use plan as necessary to provide balanced housing, commercial, and industrial growth, which may be accomplished by (1) converting lands currently planned for industrial or commercial use to residential use and/or (2) increasing residential densities. The latter may be addressed by exercising the right to grant density bonuses which would not require a land use plan amendment or by increasing the densities set forth in the land use plan. (See glossary preceding Part I of this Element for definition of density bonus.)

Responsible Agency: City

Funding: Not applicable

Schedule: As needed

Implementation Priority Ranking: 1

Policy 11: The City shall support the development of affordable housing through the use of City or other publicly owned land in joint public/private housing development ventures.

Implementing Action 11.1

Initiate a City landbanking/site subsidy program to facilitate development of low and moderate income housing. In initiating such a program the City should initially target sites currently in public ownership. (See glossary preceding Part I of this Element for definitions.)

Responsible Agency: City

Funding: CDBG funds (i.e., "Small Cities" grant program)
Revenue Sharing funds
Land proceeds from private sector

Schedule: Possibly as part of City's future CDBG applications, however, schedule is contingent upon source of funding.

Implementation Priority Ranking: 2

E. CONSTRUCTION/DEVELOPMENT OF NEW HOUSING

Policy 12: The City shall seek available public and private assistance to produce new low and moderate income housing.

Implementing Action 12.1

Place a referendum on the next major election ballot pursuant to Article 34 of the State Constitution requesting voter approval for the authority to pursue development of up to 100 units of low rent public housing in the City of Carpinteria. (See Appendix B for model ballot discussion and argument.)

Responsible Agency: City, County Public Housing Authority

Funding: Not applicable

Schedule: Spring, 1981

Implementation Priority Ranking: 1

Implementing Action 12.2 (a)

Consider adoption of an Inclusionary Housing Ordinance or a similar implementing program. (See glossary preceding Part I of this Element for definitions.)

Responsible Agency: City

Funding: City/Applicant for development cooperation, as necessary.

Schedule: Application of ordinance/program upon adoption.

Implementation Priority Ranking: 1

Implementing Action 12.2 (b)

In establishing a program for the administration of inclusionary ownership units, the City should:

- (1) Pursue grant funding sources such as CDBG monies from HUD, HUD Innovative Grants and State HCD monies to finance the costs of setting up the administration of the program inclusive of resale control mechanisms such as deed restrictions, coordination of responsibilities, etc. The City may consider contracting with a private consulting firm for the establishment of the program.
- (2) Upon setting up the program, the City shall either hire the necessary housing staff, or contract with a private or public non-profit agency to administer the program. If City funding or funding generated through the program is not available, sources of funding similar to those discussed above should be pursued.

Responsible Agency: City

Funding: Explained above

Schedule: Within two years after adoption of the Housing Component of the LCP.

Implementation Priority Ranking: 2

Implementing Action 12.3

Cooperate with and encourage non-profit housing development sponsors in providing affordable housing such as non- or limited equity cooperatives. (See glossary preceding Part I of this Element for definition.)

Responsible Agency: City and non-profit housing development sponsor

Funding: Not applicable

Schedule: Ongoing

Implementation Priority Ranking: 3

Implementing Action 12.4

Support the development of a local senior care facility to address the medical and housing needs of the elderly, particularly those who are non-ambulatory. Where permanent housing is a component of the development, provisions for affordable housing opportunities shall be made in accordance with the City's Inclusionary Housing Ordinance and/or Program.

Responsible Agency: Private developer and City

Funding: City/applicant for development cooperation, as necessary.

Schedule: Not applicable

Implementation Priority Ranking: 2

conservation and development of new, affordable housing opportunities to owners and renters shall be encouraged.

Implementing Action 13.1

Adopt a Mobile/Modular Home Subdivision/Planned Unit Development Ordinance establishing provisions for permitting mobile homes to be situated or developed in conventional subdivisions with fee simple or condominium ownership of the land. (See glossary preceding Part I of this Element for definitions.)

Responsible Agency: City

Funding: Not applicable

Schedule: Adoption as part of Zoning Ordinance
Application of ordinance upon adoption

Implementation Priority Ranking: 1

Implementing Action 13.2

In order to meet the detailed requirements of SB 1960, which requires that local agencies permit the installation of mobile homes on lots zoned for single family residences, the City will:

- (1) Inventory remaining vacant land zoned for single-family residential use; and
- (2) Examine and modify existing City design standards, as necessary, to ensure that mobile homes are permitted in conformance with state law.

Responsible Agency: City (Community Development Department)

Funding: Not applicable

Schedule: By October, 1981

Implementation Priority Ranking: 2

Implementing Action 13.3

Adopt an ordinance establishing provisions for the development of residential second units in single family zoning districts. (See glossary preceding Part I of this Element for definitions.)

Responsible Agency: City

Funding: Not applicable

Schedule: Adoption as part of Zoning Ordinance
Application of ordinance upon adoption

Implementation Priority Ranking: 1

Implementing Action 13.4

Apply mixed use zoning for commercial/residential development whenever feasible and appropriate. (See glossary preceding Part I of this Element for definition.)

Responsible Agency: City

Funding: Not applicable

Schedule: Ongoing (Implemented through minor changes in the City's Zoning Ordinance.)

Implementation Priority Ranking: 1

Policy 14: The City shall evaluate its development review and permit processing mechanisms for ways to streamline the process, thereby assisting housing sponsors in producing affordable housing.

Implementing Action 14.1

Pursue development of a City Master Environmental Assessment Document particularly for those areas proposed for high density residential development, as a means of expediting the environmental review process.

Responsible Agency: City (possibly in conjunction with a private consultant)

Funding: Various City funds (i.e., Oil Spill, Revenue Sharing)
Grant funding

Schedule: As funding is available

Implementation Priority Ranking: 3

F. INTERGOVERNMENTAL/REGIONAL COORDINATION

Policy 15: The City shall continue to recognize those housing problems which are regional in nature and make a commitment to solve them in a regional manner.

Implementing Action 15.1

By formal resolution, encourage the County of Santa Barbara to secure state or federal funds to pursue development of agricultural worker housing in the County. (See Appendix C for draft resolution.)

Responsible Agency: City/County of Santa Barbara

Funding: Not applicable

Schedule: Adopt resolution as part of Housing Element

Implementation Priority Ranking: 1

Implementing Action 15.2

Address the recommendations of the South Coast Regional Growth Impact Study, as applicable, in future housing programs and revisions to this Housing Element. Also, in the interests of maintaining air quality and a reasonable economic and housing balance, actively endorse and support those County recommendations and actions that provide for joint employment generating/residential development in the unincorporated parts of the County.

Responsible Agency: City

Funding: Not applicable

Schedule: As South Coast Regional Growth Impact Study is complete and implemented.

Implementation Priority Ranking: 3

Implementing Action 15.3

Initiate a meeting with the County Board of Supervisors, possibly through the Area Planning Council, to discuss regional housing needs and problems and the implications of those needs and problems, i.e., resource constraints, limited service system capacities, special housing needs, etc.

Responsible Agency: City, County of Santa Barbara

Funding: Not applicable

Schedule: As necessary

Implementation Priority Ranking: 3

Implementing Action 15.4

Continue relationship with County Community Development Block Grant Program until the end of this program year. Submit separate application the next fiscal year.

Responsible Agency: City

Funding: Community Development Block Grant Program

Schedule: In progress

Implementation Priority Ranking: 1

PROGRAM OBJECTIVES

The following table structures the City's housing program in terms of specifying annual objectives for the number of dwelling units or households to be assisted or provided for over the next five years. Specific implementing actions are briefly identified and five year estimates of objectives are outlined. Most of the objectives outlined target only the low and moderate income households to be assisted in the implementation of each particular action. Only those implementing actions for which it is possible to quantify objectives are included in the table. For those actions that are aimed at providing new housing opportunities, the objectives are generally based on an assumed housing construction rate of 410 units over the next five year period which reflects the rate for the previous five years (1975-1980) as discussed on page 28. For those actions that are aimed at preserving existing affordable housing opportunities, the objectives reflect the potential number of units or households to be affected. Since the implementation of some of the actions is contingent upon future grant funding opportunities and/or proposals for specific types of residential development, it is difficult to specify objectives on an annual basis. Therefore, objectives for such actions are estimated in terms of the overall five year period and are outlined in the column headed "By 1985-86". As calculated on an annual basis, the City's efforts will amount to addressing, at a minimum, the needs of the 15% of the City's total households that have been determined to be in need. (See Coastal Plan - page 35). Program objectives are now being fulfilled as exemplified by the ongoing Section 8 rental assistance program, the housing rehabilitation loan program and the mobile home rent stabilization program.

ESTIMATED ANNUAL OBJECTIVES FOR HOUSING ACTIONS

Action er	Action Description	Fiscal Year					By 85-86	Total
		81-82	82-83	83-84	84-85	85-86		
	Amend City Building Code	1	1	1	1	1		5
	Continue housing rehabilitation loan program	5	5	7	7	7		31 (L/M)
	Expand rehabilitation loan program to mobile homes			2	2	2		6 (L/M)
	Residential Rental Unit Demolition Ordinance						8	8 (L/M)
	Continue Section 8 Rental Assistance Program		142	households presently receiving assistance				
		5	5	5	5	5		167 (L/M)
	Implement rental assistance with rehabilitation as necessary			2	2	2		6 (L/M)
	Continue Mobile Home Rent Stabilization Program		582	mobile home park units presently affected				582
	Condominium/Cooperative Conversion Ordinance		658	non-converted residential rental units presently in existence				658
	Landbanking/Site Subsidy Program						3-5	3-5 (L/M)
	Public Housing		10	10	10	10		40 (L/M)
	Inclusionary Housing	16	16	16	16	16		80 (L/M)
	Non- or Limited Equity Cooperative Units						10	10 (L/M)
	Local Senior Care Facility(s)						20	20 (L/M)
	Mobile/Modular Home Subdivision/Planned Unit Develop. Ordinance						14	14 (L/M)
	Residential Second Unit Ordinance						5	5 (L/M)
	Application of Mixed Use Zoning	1	1	1	1	1		5

SUMMARY

The preceding goals, policies, and implementing actions provide the City with a comprehensive and coordinated program for addressing local housing needs. In order to ensure that the Housing Element continues to provide a viable housing program for the community, the City should review on an annual basis the City's progress toward achieving goals, policies and implementing actions of the Comprehensive Housing Program.

In addition, the Housing Element shall be revised as need dictates, but no less than once every five years. (Amendments to the Housing Element every time a program is revised are not required. The formal changes are required only every five years.) This five year revision shall include as appropriate:

- (1) Revision of the housing problem analysis to incorporate new census data.
- (2) Revision of the housing program to:
 - a) Evaluate the effectiveness of the housing program.
 - b) Set out plans the City has taken since the last update or intends to take in the future.
 - c) Identify current plans which have been discontinued since the last update.

APPENDIX A

EXCERPT FROM 1979 UNIFORM BUILDING CODE

CHAPTER 12

ACCESS TO BUILDINGS AND FACILITIES

SEC. 1213. Buildings containing more than 20 dwelling units or 20 guest rooms shall be accessible to the physically handicapped by a level entry, ramp or elevator. The number of dwelling units or guest rooms accessible to the physically handicapped shall be not less than the following:

21 through 99	one unit
100 and over	one, plus one for each additional 100 units or fraction thereof

To determine the total number of accessible units, more than one structure on a building site shall be considered as one building.

Toilet facilities in accessible units shall comply with Section 1711.

PUBLIC HOUSING REFERENDUM

Recommended wording of proposed ballot measure: Shall the Housing Authority of the County of Santa Barbara, City of Carpinteria, or those non-public sponsors working in cooperation with such agencies, develop, construct or acquire, using federal or State of California funding, up to 100 new dwelling units of low-rent housing in the incorporated area of the City of Carpinteria for the elderly and families of low-income level.

Arguments in favor of recommended proposition: High rents have made more assisted housing for low-income elderly and families living in the City of Carpinteria a necessity. Approval of the proposition would allow the development, construction, or acquisition of not more than 100 dwelling units for the low-income elderly and families, which would be located in the City of Carpinteria. These dwellings, built or acquired as federal or State of California funds become available, would be distributed throughout the City so no one area would be impacted or adversely affected by low-income housing. In addition, local tax dollars would not be used for these dwelling units. These dwelling units would, however, generate City income in the form of payment In Lieu of Taxes. The Housing Assistance Plan of the City of Carpinteria estimates that on the order of 700 needy families presently live in the City of Carpinteria. At present, the Section 8 Rental Assistance Program is the only avenue of housing assistance available in these areas but this program is not sufficient to satisfy the need, as applications are not being accepted in most areas because of extensive waiting lists. More housing opportunities must be created for low-income elderly and families.

RESOLUTION NO.

A RESOLUTION OF THE CARPINTERIA
CITY COUNCIL REQUESTING THE
COUNTY OF SANTA BARBARA
TO RECOGNIZE AND ACT UPON ITS RESPONSIBILITIES
FOR LOW-MODERATE INCOME HOUSING NEEDS
IN THE CARPINTERIA VALLEY

WHEREAS, the County of Santa Barbara has established and implemented an admirable policy of protecting and encouraging agricultural land use in the Carpinteria Valley; and

WHEREAS, the City has encouraged the provision of low income housing opportunities for these agricultural workers; and

WHEREAS, the workers and their families require essential public services; and

WHEREAS, the County has provided very limited low-income housing opportunities in the Valley.

NOW, THEREFORE, the Carpinteria City Council hereby requests that the County:

1. More aggressively act to develop low-moderate income farm worker housing in the Carpinteria Valley to meet its fair share responsibilities.
2. Whenever possible and appropriate, assist the City in the allocation of resources and public services necessary to provide for the development of new low-moderate income farm worker housing.
3. Financially assist the City in meeting the housing needs of farm workers whenever possible.

5.5 SERVICES AND INFRASTRUCTURE

5.5.1 Introduction

Local government is concerned with the task of supplying essential public services, implementing regulations in the interest of public health and safety, and providing for the general welfare of the community. As one of the major responsibilities of local government, planning provides an effective means of integrating the availability of public facilities with the desires and needs of existing and future residents. The purpose of this section is to review the major public and private services and facilities existing in the Carpinteria planning area and to relate this information to future needs and land use plans.

Many of the services and facilities available in the study area are provided by the City of Carpinteria. There are also a variety of other agencies providing services within the study area. Servicing agencies include public and private utility companies, a number of special districts and the County of Santa Barbara. The decisions and actions of these agencies may influence the physical and economic development of the study area. The following analysis will address the major services: water, sewer, schools, police and fire, leisure services, library and solid waste. Information is presented to develop goals for serving the health, safety and welfare of both current and future residents of the Carpinteria planning area.

5.5.2 Domestic Water Services

5.5.2.1 Background

Domestic water service in Carpinteria is subordinate to two components: supply and distribution system. Supply is an issue in much of the South Coast area; Carpinteria Valley is no exception. To respond to this limited resource issue, the City has placed a water allocation program into the development procedure. This system is designed to incrementally issue annual allocations by land use category on a quarterly basis to new development after project approval. A full description of this program and a generalized overview of supply status is found in Section 5.8, Implementation Summary.

Distribution is a more straightforward subject. Water is supplied by the Carpinteria County Water District (CCWD) through line and storage facilities controlled by the district (see Figure 5-10, Water Service Lines). Although additional evaluation is currently in progress, the existing system (and plan for the district) is signed and programmed for future needs of the community.

5.5.2.2 Issues

Issues related to water service in the Carpinteria Planning Area include:

- Water is in short supply; therefore, wide allocations of this resource must be made to development uses.
- Imperical data on historic use, available resources, potential new sources and other base data are not always available.
- Reasonable criteria needed to achieve an equitable percent split of this resource are badly needed.
- A cooperative program to develop an equitable consistent data base monitoring allocation program between the City and the County is needed.

FIGURE 5-10
WATER SERVICE LINES

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

5.5.2.3 Goals, Objectives and Policies

GOAL A

Carpinteria will provide water commensurate with demand throughout the planning area.

1. OBJECTIVE: Carpinteria will ensure the provision of water by minimizing consumption and investigating new sources either in existing supply (e.g., allocation) or outside existing sources.

Policies

- 1.1 The City shall encourage the creation of a cooperative program for water allocation with the county.
- 1.2 The City shall establish/refine its water allocation program to assure equitable and effective distribution of water reserves.
- 1.3 The City shall encourage reclamation and groundwater recharge programs (projects) where appropriate.
- 1.4 The City will endeavor to establish a data base of most current water resource information and monitor/maintain this baseline data for continued implementation of the allocation program.
- 1.5 The City shall develop fair and consistent procedures that will encourage development proposals most responsive to community goals.
- 1.6 The City shall reevaluate existing water facility regulations and amend said codes to require new development to utilize water efficient devices responsive to our water source area.

5.5.3 Sanitary Sewer Services

5.5.3.1 Background

Wastewater collection and treatment services are managed by the Carpinteria County Sanitation District (CCSD). This communitywide service agency has the obligation of operating and maintaining this system for the transmission, treatment and disposal of sewage generated within this area. CCSD is also responsible for providing treatment to the level necessary to meet various discharge requirements set by the Regional Water Control Board and other state and federal agencies.

Currently, service is provided to areas both within and outside the corporate limits of the city. Sewage generated in this area is conveyed through district lines to its sole treatment facility located between Olive and Oak avenues, south of 6th Street and adjacent to the Southern Pacific Railroad (see Figure 5-11, Sanitary Sewer Service Lines).

General information available on plant capacity, sewer and line condition indicate a full potential for adequate service. Specifics are as follows: In 1980, the Carpinteria Sanitation District's average dry weather peak flow was 1.6 million gallons per day (gpd) with a maximum capacity of 2 million gpd.¹ The facility is at 80 percent service capacity with the potential to serve an additional 3,600 people (see Table 5-9).

TABLE 5-9
CARPINTERIA COUNTY SANITATION DISTRICT^a

	<u>1980</u>	<u>1990</u>	<u>2000</u>
1. Population within district	11,750	13,000	13,000
2. Current capacity (mgd)	2.0		
3. Estimated wastewater flow (mgd)	1.3	1.4 ^b	1.4 ^b
4. Proposed capacity (mgd)	2.0	2.0	2.0
5. Surplus/deficit (mgd)	0.7	0.6	0.6
6. Additional population capacity	6,400	5,500	5,500

a City of Carpinteria. Local Coastal Plan. Carpinteria, California, January 1980. Carpinteria Sanitation District.

b Figure has been rounded from 1.36 million gpd.

1 City of Carpinteria. Local Coastal Plan. Carpinteria, California, January 1980. Carpinteria Sanitation District. Figure has been rounded from 1.36 mgd.

FIGURE 5-11
SANTARY SEWER LINES

A large-scale map (1" = 800') is available at the Planning Counter in the Carpinteria Planning Department. A reduced and refined version of this figure will be provided in Phase II.

It should be noted that no "nonreclaimable" sewer treatment is available. This is important in context to limitations on heavier industry uses that often require such service. Appropriately, the land use plan does not encourage those type uses.

5.5.3.2 Goals, Objectives and Policies

Policies

- 1.1 Carpinteria will monitor capacity of the sewer plant to assure adequate service to meet future needs.
- 1.2 The City will strive to maintain open communication with the CCSD and coordinate development evaluation as related to this critical service.

5.5.4 Police Protection

5.5.4.1 Background

Police services within the incorporated City of Carpinteria are provided by the Carpinteria Police Department. Unincorporated areas are served by the Santa Barbara County Sheriff's Department. These agencies operate independently within their respective service areas. The Carpinteria Police Department does, however, operate in cooperation with surrounding law enforcement agencies under the State Mutual Aid Pact.

The Carpinteria Police Department indicates that police resources are adequate to service the existing population of the city. The Department currently has 19 sworn police officers, including the Police Chief and two plainclothesmen, 5 unsworn officers for dispatch and records and 5 marked police vehicles. The Department has 4 shifts, averaging 2.5 police officers per shift, due to shift overlaps.

The police department generally receives about 550 phone calls per month, of which 180 are written into reports. Carpinteria police records reflect an average of 65 arrests per month, not including 12 drunk driving arrests. Records also indicate 250 parking and moving vehicle citations and 10 auto accidents per month. In general, crime rates are highest for burglary and assault, and lowest for rape, murder

or robberies. Burglaries in homes are typically higher during the daytime, and in businesses, during the evening hours. Drunk driving and traffic violations are more frequent during the night hours. The police department also actively participates in a number of programs as shown below:

1. Neighborhood Watch, which is active in 16 ($\pm$) neighborhoods, with 20-25 residents each.
2. School training of youngsters, including use of anatomically correct dolls.
3. Business training, educating merchants in areas of check acceptance, safety in window displays, etc.
4. Personal crisis consultation in conjunction with local ministers.
5. Cooperation with the County Sheriff and State Fish and Game as needed.

5.5.4.2 Issues

Issues related to provision of police services in the planning area relate to City protection during the tourist seasons. Though the department staffs personnel generally at a rate of two officers per 1,000 population, the summer seasonal tourists are not added into the resident population figures; yet, the department must provide services year-round. As the City grows, the department will be faced with increased staff needs to respond to the increase in resident population and need to find solutions for the expected increases in the seasonal tourist population.

5.5.4.3 Goals, Objectives and Policies

GOAL A

Carpinteria will maintain adequate police and other civil defense operations at all times.

1. **OBJECTIVE:** The City shall strive to maintain excellent police and safety services for the community.

Policies

- 1.1 The City shall endeavor to monitor relevant statistics and enforcement criteria to assure adequate police service.
- 1.2 The City shall begin evaluation of potential programs that can resolve seasonal tourist-related police service demands.

5.5.5 Fire Protection

5.5.5.1 Background

Under the Fire Protection Law of 1961, the Carpinteria planning area is serviced by the Carpinteria-Summerland Fire Protection District. This District covers 40 square miles along the Pacific Ocean. The district is bordered on the east by the Santa Barbara-Ventura county line and to the west by Montecito. This district provides Carpinteria with an adequate amount of manpower and facilities to service the City in the event of a fire or emergency. There are currently two fire stations that service the City: one within the City (on Walnut Avenue) and one in Summerland, just to the west of the City. The Carpinteria station has three dispatchers on 24-hour call. In response to a fire emergency, three firemen and one chief officer would respond on one fire engine. The Summerland station responds to fires with two men (no chief officer) and one fire engine.

Current response times range from 3 minutes (inner city) to 5 minutes (city periphery). All firemen (full-time and reserves have EMT-1 training. Though no full-time paramedics are staffed in the District, a private medical service, Mobile Life Services, operates from within the Carpinteria Fire Stationhouse, providing paramedic and "life essential" services to the City. An additional reserve fire engine may be added to the district by early July to respond to fires primarily in the south Carpinteria industrial areas.

In addition, the district has nine reserve firemen who respond to calls other than first alarm. However, Ventura County, Engine #25, is available to Carpinteria for first alarm calls through an automatic aid agreement. Through the "South Coast Mutual Aid Response" agreement, the City may request the assistance of up to 10 fire

engines from the Montecito Fire Protection District (to the north). These trucks do include a ladder truck, otherwise not available through the district, and response times vary from 20 to 30 minutes.

The City has an adequate number and spacing of fire hydrants at present. Hydrants are located within two pressure zones: one south of Sandyland Avenue from Carpinteria City Hall to the City of Santa Barbara and the second throughout the remainder of the City.

To service future growth in Carpinteria, the district has made recommendations to the City that are currently implemented through the approval process in all new developments. The first recommendation is a "capital recovery fee" of \$0.13 per square-foot for any new building constructed in the City. The second is the installation of automatic sprinkler systems, which is required as a "mitigation measure" in all environmental impact reports (EIR) and as required by the City on any project approvals. The district further recommends that requirement of automatic sprinkler systems be implemented through the City ordinances. If the above recommendations are implemented, even with City growth of up to a 30,000 to 40,000 total population, a new fire station would not become necessary as it would without the recommendations.

5.5.5.2 Issues

Issues related to city growth as identified by the Carpinteria-Summerland Fire Protection District are listed below:

1. If building height limits are increased beyond three stories, either a ladder truck or a 3-D firefighting tool is needed.
2. The City needs to ensure that water pressure and availability is increased by requiring pressure regulators in buildings.
3. As the fire district grows, it will need to provide (have on duty) a five-man crew (versus the current two-man) and two fire engines (versus one) response capability from the Carpinteria Fire Station.

The City and district have recently agreed to cooperatively undertake a study to further identify service-related issues and to define consistent requirements for service and facility mitigations for new development.

5.5.5.3 Goals, Objectives and Policies

1. OBJECTIVE: To provide mechanisms assuring adequate fire and public safety service levels for the community.

Policies

- 1.1 The City shall initiate a study in cooperation with the Fire District for the purpose of determining district needs assessment and to provide development mitigations as indicated by the study.
- 1.2 The City shall strive to increase district/City communication by initiating development review procedures which incorporate district interaction at the earliest times possible.

5.5.6 Schools

5.5.6.1 Background

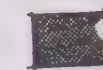
Schools within the Carpinteria Planning Area are administered by the Carpinteria Unified School District, which includes Aliso Elementary School, Canalino Elementary School (which includes Canalino Early Childhood Learning Center and Special Education), Carpinteria High School, Carpinteria Junior High School, Main Elementary School and Summerland Elementary School (see Figure 5-12, School Facilities and Parks Master Plan). Enrollment in the schools during the 1984-1985 school year totaled 2,375 students. The total capacity is 2,622 students (existing capacity includes the use of classrooms). Thus, the Carpinteria Unified School District could potentially accommodate an additional 247 students in existing facilities, although the existing permanent facilities alone are not sufficient to meet current needs. Using a generation factor (provided by the City) of 0.54 students per dwelling unit, the public schools will reach capacity with an increase of 457 new dwelling units (247 students at 0.54 students per dwelling unit).

This area of service need has become one of substantial interest over the recent past. The City has therefore initiated discussion with affected parties to commission



SCHOOL FACILITIES & PARKS MASTER PLAN

LEGEND

 SCHOOL FACILITIES

- A) ALISO ELEMENTARY SCHOOL
- B) CANALINO ELEMENTARY SCHOOL
- C) CARPINTERIA JR. HIGH
- D) CARPINTERIA HIGH SCHOOL
- E) MAIN ELEMENTARY SCHOOL
- F) SUMMERLAND (NOT IN MAP AREA.)

 PARK FACILITIES

- 1) CARPINTERIA CITY BEACH
- 2) EL CARRO PARK
- 3) MEMORIAL PARK
- 4) HEATH RANCH PARK
- 5) FRANKLIN CREEK PARK
- 6) MONTE VISTA PARK
- 7) HISTORIC MARKER PARK
- 8) UN-NAMED PARK
- 9) CARPINTERIA BEACH STATE PARK
- 10) RINCON BEACH PARK
- 11) LIONS PARK
- 12) SANTA BARBARA POLO FIELD

CARPINTERIA GENERAL PLAN



FIGURE 5-
Michael Brandman

5.5.7.2 Goals, Objectives and Policies

1. OBJECTIVE: To maintain adequate library service for the community of Carpinteria.

5.5.8 Solid Waste Disposal

5.5.8.1 Background

Solid waste produced in the City of Carpinteria is collected by the Channel Disposal Company, located in Santa Barbara. The Channel Disposal Company provides solid waste collection and disposal for all residential, commercial and industrial areas in the city. Once collected, the solid waste is transported to a transfer station in the Goleta area and ultimately deposited in the Tajiguas landfill, 26 miles west of the transfer station.

Capacity of the Tajiguas landfill will be reached when an additional 5,000,000 tons (approximately) of solid waste is deposited into the site. Average monthly tonnage into the landfill is 16,485(±) tons from all sources, including the City of Carpinteria. Expected life capacity of the landfill, as projected by Santa Barbara County, will be reached by the year 2005 at the existing level of use.¹

5.5.9 Parks and Recreation

5.5.9.1 Background

Open spaces currently exist in several locations throughout the city in the form of the state and city beaches, community parks, vacant lots and small agricultural fields. The largest areas of open space within the City, and the City's planning area, are the Carpinteria city and state beaches, an agricultural field lying between Carpinteria Creek and Highway 101 and large parcels of vacant lots on the east side of the City within existing industrial use areas.

1 County of Santa Barbara. Solid Waste Management Plan (Final Draft). Santa Barbara, California. 1984.

Parks and Recreational Facilities

The City of Carpinteria currently has 29.8(±) acres of City parks, as shown below:¹

1. Carpinteria City Beach (approximately 6 acres of sandy beach). Approximately 1,500 linear feet of beach used by the public. (Three city blocks between Linden Avenue and Ash Avenue). Seasonal lifeguard service provided under contract with the California Lifesaving Association. Three lifeguard towers. No other equipment.
2. El Carro Park (approximately 5.52 acres). Recreation oriented community park. Used for organized "little-league" type and adult baseball, softball, soccer and football. Small parking lot (paved) and metal storage/concession/restroom building. Other equipment: one flag pole, four small portable bleachers, two baseball backstops, two slides, one swing set, one tire swing, one jungle bars, two balance bars, one rope bridge, two spring boards, two soccer goals, one concrete alligator, two sets concrete tables and benches.
3. Memorial Park (approximately 1.91 acres). Passive neighborhood park. Equipment: one tire swing set, one slide, one jungle bars, two sets concrete tables and benches.
4. Heath Ranch Park (approximately 2.26 acres). Passive neighborhood park including City Historic Landmark 2, the remains of the Russell Heath Adobe House (fenced, not accessible to the public). Equipment: one swing set, one jungle bars, one slide, two teeter-totters, one balance bar, two sets concrete tables and benches. Park also contains large stand of historic eucalyptus trees.
5. Franklin Creek Park (approximately 1.10 acres). Passive neighborhood park. South terminus of Franklin Creek Hiking and Biking Trail. Equipment: one merry-go-round, one swing set.
6. Monte Vista Park (approximately 3.97 acres). New neighborhood park currently under development. Park will be generally passive and equipped similarly to Heath and Memorial Park with the addition of a 20-station "Gamefield" exercise/jogging course.
7. Historic Marker Park (approximately .25 acres). Passive landscaped area includes State Historic Landmark Plaque. No other equipment.
8. Unnamed Park (approximately 8.79 acres (Wilson Shoreline)). The City acquired approximately 8.79 acres of beach front, bluff area property from Chevron/Exxon. The planned development of this parcel will be strictly limited to a hiking/biking trail and passive viewing. No other development is planned, as it is our intention to keep the property in its natural state.

1 City of Carpinteria, Planning Department. May 1985.

There are an additional 60.4 acres of publicly and privately-owned parks in the Carpinteria Planning Area (located within Santa Barbara County) as described below:

9. Rincon Beach Park (9.4 acres). Passive beach park (public), with restrooms, covered tables and benches and a parking lot.¹
10. Lions Park (3.0 acres). Privately owned by the Lion's Club of Carpinteria, but anyone can attend (by reservation only). Facilities include a barbeque pit, tables, volleyball net, lawn, swing sets, slides and a horseshoe pit.²
11. Santa Barbara Polo Field (approximately 48 acres). Privately owned club has riding ring stables, 3 polo field, 1 clubhouse (polo), 8 tennis courts, 1 tennis clubhouse, tennis swimming pool, 112 condominiums and a pool.³

In addition to the parks, the planning area has a variety of open space areas including: Carpinteria State Beach, coastal industrial properties, Salzgeber Meadow, coastal bluffs and the Carpinteria Cemetery.

5.5.10 City Administrative Services

(To be provided in Phase II)

5.5.11 Public Utilities

5.5.11.1 Natural Gas

The Southern California Gas Company is the only supplier of natural gas to the City of Carpinteria. A franchise fee is paid by the gas company to supply the City's gas needs. The gas company currently services the entire City of Carpinteria and will service the outer areas as growth occurs.

The City of Carpinteria has several natural gas main lines. New main gas lines are usually not built when a city expands. If a natural gas main line is not in the area of new development, the gas company extends existing mains to the new areas. The development occurring (e.g., residential, commercial or industrial) determines how many mains are needed, if at all.

1 Klaasje Nairne, Administrative Services.

2 Paula Applegate, Caretaker. February 4, 1986.

3 Lee Cargle, Director of Tennis. February 4, 1986.

The Southern California Gas Company can easily supply natural gas to the outer planning areas for residential, commercial and industrial use. Inasmuch as the City of Carpinteria is not expected to develop heavy industrial uses, new demand for more natural gas is not expected during the life of the General Plan. If, however, heavy industrial uses do increase in the future, an engineering review of natural gas facilities would need to be conducted and the necessary steps for service provision would be taken by The Southern California Gas Company

5.5.11.2 Electricity

Electrical service is provided to the City of Carpinteria by the Southern California Edison Company. As the City expands, the electric company will be able to provide additional services as needed.

5.5.11.3 Telephone

General Telephone Electric (GTE) has historically provided local phone services in the City of Carpinteria and will continue to serve the City in the future.

Long distance service is available to the public through a variety of phone companies. When the City expands, GTE will provide local phone service to the outer areas and long distance services will continue to be provided via several phone companies as the City's needs expand, the engineering department within GTE will make forecasts and supply the additional phone services.

Underground cables are more dominant than overhead lines in Carpinteria and the California Utilities Commission has deemed that cables should be placed underground. There are existing overhead lines in the city that were put up 15 to 20 years ago. Many of these aerials are being replaced with underground cables if the cables are old and replacement is needed or with new construction.

Connecting the outer areas of the city to the distribution network should not be difficult unless the outer areas of new growth extend out several miles. Transmission problems frequently occur at a distance farther than a 12-mile radius from a switchroom. Therefore, with growth in the outer areas of the City, a new

switchroom may be needed. Switchrooms are very expensive to build, but GTE will build the necessary switchrooms as needed.

5.5.11.4 Cable Television

Cox Cable is the only cable TV franchise company supplying the City of Carpinteria with cable TV. When the City of Carpinteria expands, the City will allow further cable TV hookups. There are no visual impacts created due to cable TV, since all of the new housing developments connect the cable TV through underground cables. If there are existing telephone poles, the cable TV is hooked up to these.

5.5.12 Health Care

(To be provided in Phase II)

5.5.13 Goals, Objectives and Policies — Service Policy Summary

1. OBJECTIVE: To provide a high quality and broad range of public services, facilities, and utilities to meet the needs of all present and future residents of the Carpinteria area. In order to meet this objective, the City of Carpinteria intends to adopt the following list of policies for improving and developing a high level of public services.

Policies

- 1.1 To require proposed new developments to pay a fair share of the cost of needed public facilities and services.
- 1.2 To ensure that new development will not adversely impact services and facilities provided to existing development.
- 1.3 To prepare detailed master plans for major facilities and service systems.
- 1.4 To improve and extend services and facilities to the extent possible, within the limits of available funding.

- 1.5 To focus city funds on service and facilities improvements to meet existing needs prior to committing public funds to the extension of services and facilities to new areas.
- 1.6 To require the construction of fully sized facilities to meet the servicing needs of new development areas.
- 1.7 To coordinate with the various public agencies providing services and facilities to encourage the joint use of sites where feasible, and to otherwise improve the economy of operations.
- 1.8 To maintain liaison with the agencies providing public services within the study area.
- 1.9 To require specific plans to analyze the proposed areas, needs for public services and facilities and to provide for those services and facilities.
- 1.10 To require all proposed developments to demonstrate that adequate water supply, water systems and sewer facilities are, or will be, available to serve the project site.
- 1.11 To cooperate with the Carpinteria Unified School District to ensure sufficient capacity for the increase in population caused by future development projects.
- 1.12 To require that proposed major projects demonstrate adequate fire and police response times and that stations serving the proposed project have adequate staff and equipment available to serve increased demand.
- 1.13 To evaluate use of maintenance districts, where appropriate, to fund the ongoing costs of services and facilities.

5.6 COMMUNITY DESIGN

5.6.1 Introduction

This section contains specific policies that will lead to standards and review procedures intended to enhance the city's positive image. The section is important to all parties involved in development, and should be referenced frequently for policy direction.

Community design is divided into sections as follows:

- Section 5.6.2 General Goals and Objectives
- Section 5.6.3 Policies by Design Categories

The Community Design section is designed to be an evaluating device (or yardstick) for reviewing development proposals. The policies identified herein are City aspirations suitable to be pursued, and not a listing of mandatory requirements. The City will review projects on the basis of substantial compliance with these policies during review of development proposals.

5.6.2 General Goals and Objectives

GOAL A

The Community of Carpinteria shall be developed in a coordinated, well designed manner, which enhances the image, appearance and functional quality of the City.

1. OBJECTIVE: The City shall use the Architectural Review Board, Planning Commission and City Council review procedures to implement the goal, objectives and policies directed toward community design.
2. OBJECTIVE: During the review process, the City shall consider, at a minimum, architectural appearance, site function, protection and development of neighborhoods, and buffer qualities between potentially conflicting land uses.

3. OBJECTIVE: The full complement of police controls (i.e., zoning, etc.) shall be used to promote positive community design.
4. OBJECTIVE: During review, adequate attention shall be devoted to effects of a proposal on the transportation network, such as access, traffic loading capacities, etc.
5. OBJECTIVE: To encourage design techniques that establish identity and form for neighborhoods and specific planned communities within the City's urban fabric.
6. OBJECTIVE: To establish a program for the enhancement and development of the downtown area.
7. OBJECTIVE: To create a program establishing a theme and quality controls for major road ways in Carpinteria.
8. OBJECTIVE: To use open space, landscaping and urban form to strengthen identity and image of Carpinteria.
9. OBJECTIVE: Protect and enhance landforms of community significance.
10. OBJECTIVE: Develop distinctive landscape palettes and other design techniques for significant major boulevards.
11. OBJECTIVE: Encourage use of landscape maintenance districts to ensure parkway aesthetic appearance where appropriate and feasible.
12. OBJECTIVE: Improve review procedures.
13. OBJECTIVE: To encourage interdepartmental/agency communication and meetings for quick identification and reduction of issue on development proposals.

5.6.3 Policies by Design Categories

The goals and objectives of community design will be attained through the implementation of policies that are categorized in to seven components.

5.6.3.1 LAND USE: (Urban Form, Neighborhood Character, Energy-Efficient Orientations)

5.6.3.2 CIRCULATION: (Motorized, Nonmotorized, Street Function and Treatment)

5.6.3.3 SCENIC VISTAS

5.6.3.4 SPECIAL FEATURES

5.6.3.5 CULTURAL/HISTORIC/ARCHAEOLOGICAL

5.6.3.6 LANDMARKS AND FOCAL POINTS

5.6.3.7 ENTRY TREATMENTS

There are also natural components for design, such as landform, water, climate, vegetation, open space and geology. These elements are identified in the appropriate sections of Chapters 3.0 and 4.0, and are not repeated in this section.

5.6.3.1 Land Use

Urban Form Policies:

1. Promote developments that through site function and architectural form, enhance local image and themes.
2. Promote higher aesthetic and functional standards for community design.

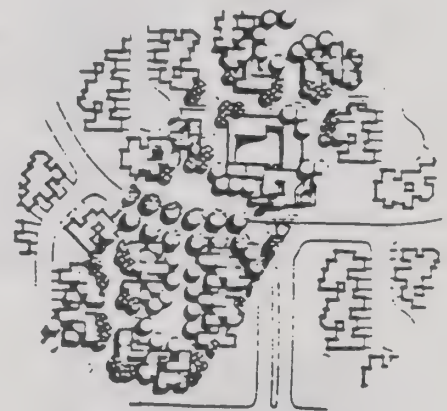


MIXED USE

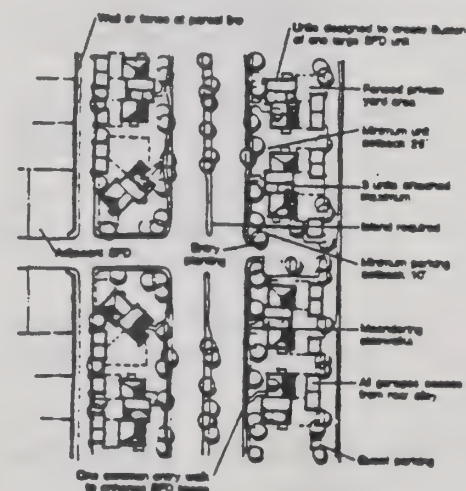
3. Promote, transitional uses between high-intensity and residential areas. Example: place office/administrative uses between industrial and residential uses providing jobs for the residents and supporting services for the industrial users.
4. Promote, through design, the location and development of public focal points and gathering places in a hierarchy of intensities from neighborhood to Citywide.
5. Seek to establish and maintain easily accessible support uses, commercial, public services, etc., at appropriate levels and locations.
6. Encourage diverse housing opportunities.
7. Promote land use design that encourages pedestrian and bicycle orientation.
8. Encourage design techniques that maximize family and functional privacy.
9. Encourage design that considers wind and flooding impacts that exist periodically.
10. Discourage homogeneous land use design and patterns with little or no diversity.
11. Encourage residential-type mixing while maintaining compatibility through design.
12. Incorporate adequate emergency service access in design criteria.



LOW DENSITY



.MULTIPLE FAMILY



RESIDENTIAL DIVERSITY

13. Encourage the linkage of green belts and open space (parks) by bikeways and trails.

14. Design internal and external space relationships to permit year-round use of outdoor spaces.

15. Promote the use of porous, permeable pavements in development to minimize groundwater loss.

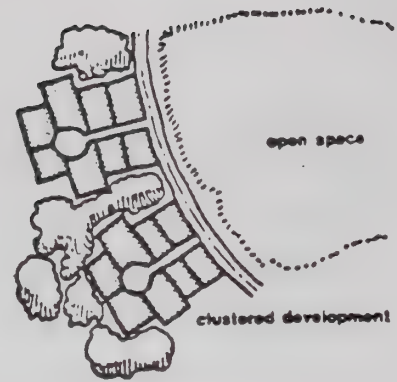
16. Design buildings and related spaces that minimize abrupt changes in structure scale.

- Structures three stories and larger should utilize horizontal plane emphasis and other design techniques to minimize visual impact.
- Use of landscaping to soften visual impact of large scale buildings.
- Use of architectural detail to diminish scale of structures.

17. Promote industrial site planning that maximizes aesthetic qualities and minimizes land use impacts.

- Large visually attractive frontages including landscaped parking.
- Aesthetic diversity in size of building and choice of materials.
- Maximize vehicular flow on and off site and nonmotorized employee transportation opportunities.
- Design buildings to emphasize natural ventilation and heating.

18. Encourage design that optimizes public safety through application of defensible space design techniques.

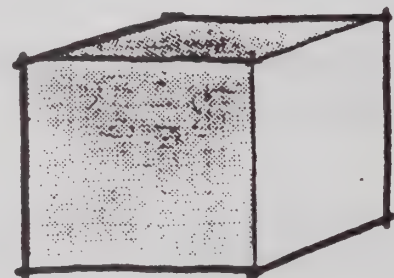


OPEN SPACE

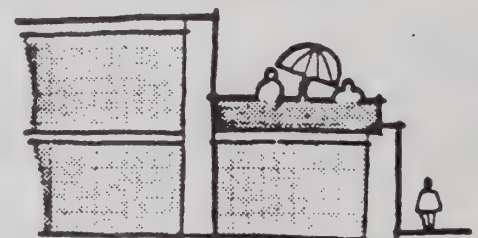


Like This

BUILDING SCALE



Not This



INDOOR/OUTDOOR PRIVATE SPACES



19. Encourage the provision of certain levels of indoor/outdoor private space that does not totally obscure visual and auditory contact with neighborhoods.
20. Promote design that allows visual and auditory supervision by residents of adjacent public and semipublic areas.

Neighborhood Character

21. Utilize planning techniques at neighborhood levels in the community.
22. Create an ongoing program designed for identification and resolution of issues at a neighborhood level.
23. Provide design techniques that establish or reinforce neighborhood identity and form.
24. Promote development that, through design, protects and enhances neighborhood function and appearance.
25. Promote recognizable village or neighborhood centers for public or social gathering places.
26. Encourage designs within neighborhoods that are harmonious in scale and appearance.
27. Encourage high levels of maintenance through various incentive programs.
28. Promote compatibility among various residential densities through design.



NEIGHBORHOOD/COMMUNITY PARTICIPA



PUBLIC SPACES

29. Recognize and incorporate established urban barriers as neighborhood boundaries.

30. When such boundaries are major traffic routes, promote minimum access designs.

31. Use selective landscape selection within a single neighborhood to establish theme and identity.

32. Encourage incorporation of pedestrian and open space links between and within neighborhoods and specific plan communities.

33. Public improvements and parks should respond to design and functional requirements of adjoining neighborhoods.

34. Encourage design that enhances open space features. Contrast created by a distinct break line is a suitable example.

Energy-Efficient Design

35. Promote energy-efficient design through the development and use of the Community Design Manual.

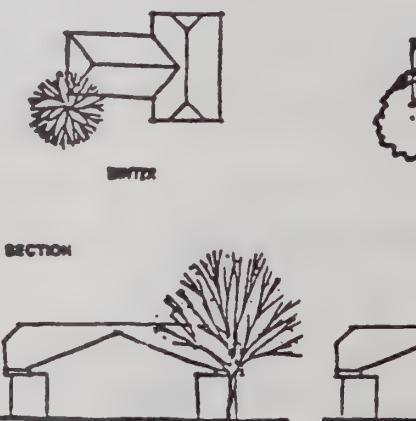
36. Promote design that emphasizes use of natural space heating and cooling in residential uses.

37. Promote some mixture of residential and commercial uses in appropriate special areas.

38. Promote adequate parking, lot shaping and lot design specifications for compact cars.



STRUCTURE and LANDSCAPE TO PROMOTE SOLAR ACCESS



39. Promote structure design oriented to solar access.
40. Promote sidewalk and street designs that reduce energy costs.
41. Promote onsite storm retention where appropriate.
42. Encourage the introduction of solar easements.
43. Promote functional landscaping.
44. Promote alternative energy source application toward pool heating.

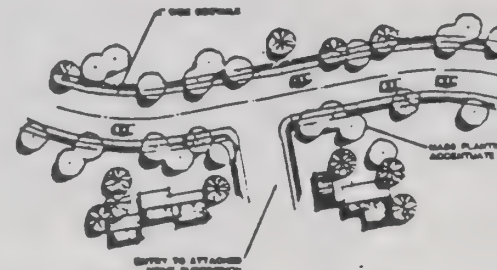


STRUCTURE ORIENTATION/
FUNCTIONAL LANDSCAPING

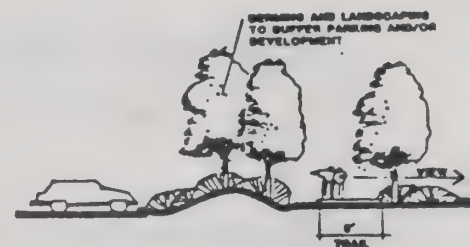
5.6.3.2 Circulation

General Policies

1. Promote nonthrough circulation patterns within neighborhoods.
2. Use roadways to define community edges and form.
3. Encourage use of berms and barriers to mitigate traffic noise and enhance road way appearance.
4. Utilize road way patterns to reduce through traffic in residential areas.
5. Provide a hierarchy of road ways for improved traffic flow function.
6. Utilize curvilinear streets to slow traffic and enhance neighborhood appearance.



NON-GRID CIRCULATION



LANDSCAPE BERMING



MEANDERING PEDESTRIAN/BICYCLE
PATH IN PARKWAY

-

COMMUNITY-WIDE LANDSCAPING THEMES AND MATERIALS

SIDEWALK

ENTRY WELCOME PROJECT (GLAZE GRAPHICS)

SIDEWALK

SPECIAL LAND TREATMENT

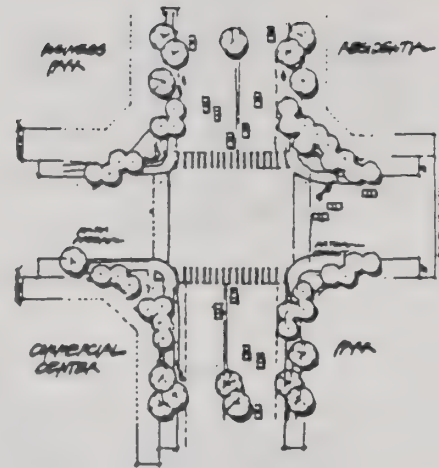
BICYCLE WIDE STEPS

BICYCLE PATH

5-138

17. Promote the incorporation of transitional uses between major conflicting uses such as:

- Medium-density residential or office-type uses between moderate residential areas and intensive commercial areas.
- Very low density between residential and open space areas.
- Use of special commercial and administrative uses adjacent to Linden Avenue.

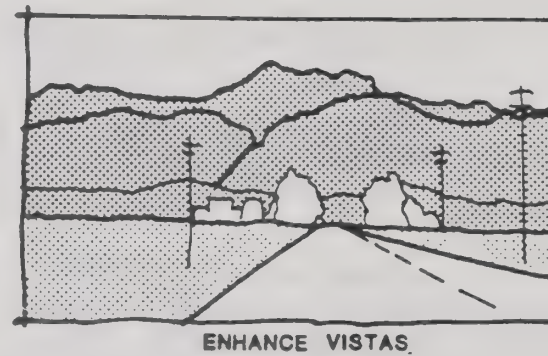


TRANSITION OF CONFLICTING USES

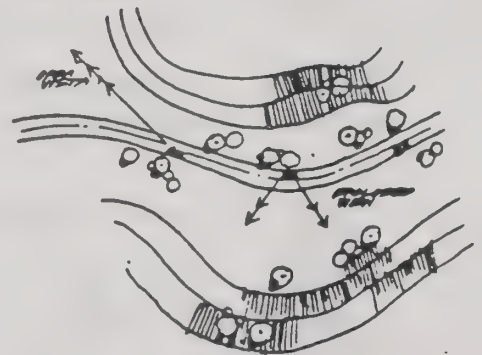
5.6.3.3 Scenic Vistas

General Policies

1. Use elements of open space design to enhance Carpinteria's vista qualities.
2. Use open space corridors to provide an open space network relating to natural aesthetic elements.
3. The treatment of limited hillside development to protect views of the mountains, and to enhance their role as a point of reference.
4. Use open space corridors in new development to provide an integrated onsite open space system that can be easily maintained by residents (assessment districts).
5. Make the open space system as accessible as possible to the adjacent residents and to the surrounding community.
6. Encourage the use of creeks as green belt corridors and open space.



ENHANCE VISTAS



SCENIC VISTAS



OPEN SPACE ACCESSIBILITY

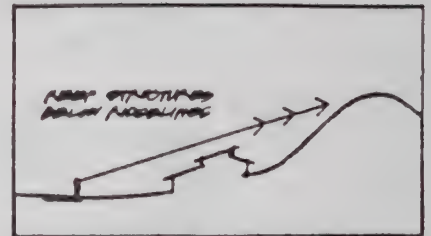
7. Develop specialized circulation corridors to enhance scenic vistas.
8. Encourage cluster development in identified sensitive areas, such as hillsides, existing trees stands and flood hazard areas.
9. Encourage cluster and transfer of density techniques that enhance open space character and provide land development equity along major easement affected parcels.
10. Preserve natural ridgelines.
11. Design subdivisions that minimize disruption of natural terrain.

- Alignment of lot lines and streets with slope rather than roads.
- Use of split level dwellings on sloped areas.
- Use contour grading and varying slopes to create natural appearing slope character.
- Utilize grade change spaces between adjacent uses to vary grade.

5.6.3.4 Special Features

Landscaping Policies

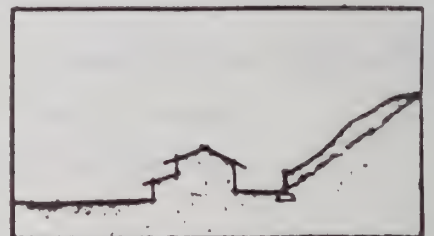
1. Develop and update Citywide street landscaping and tree planting guidelines.
2. Promote mechanisms for long-term landscape maintenance programs.



HILLSIDE DEVELOPMENT



SPLIT LEVEL STRUCTURE



RETAINING WALL



STREET LANDSCAPING

3. Promote use of street trees to:

- Minimize the visual dominance of paved surfaces.
- Reinforce human scale.
- Distinguish pedestrian and vehicular spaces.



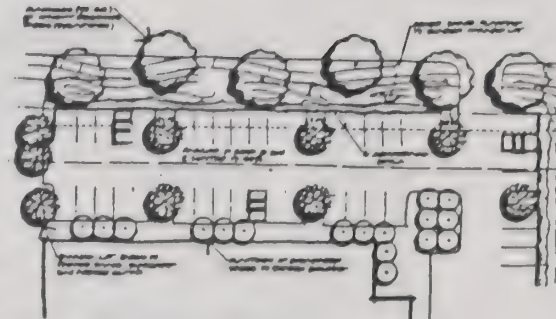
LANDSCAPE SCALE

4. Promote the use of landscaping along road way medians and edge ways at a suitable scale.

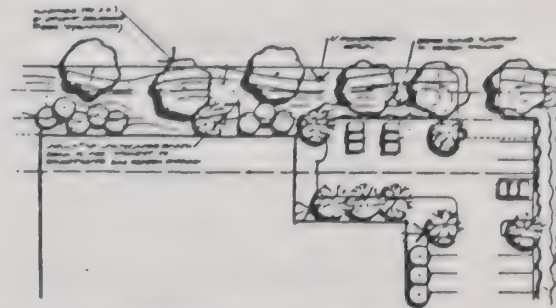
5. Encourage major landscape themes to provide visual relief in heavily developed areas.

6. General criteria for tree selection should include low maintenance, drought- and wind-tolerant species.

7. At specific site design levels, allow ample opportunity for landscaping at appropriate scale to offset paving and building form.



PARKING LOT ALTERNATIVE



PARKING LOT ALTERNATIVE

Parking Policies

8. Encourage the development of major landscaping themes throughout parking areas to provide major relief areas for pedestrian traffic in downtown areas.

9. Provide an interconnected network of pedestrian and vehicular routes.

10. Encourage parking lot design that visually integrates the adjacent structures by:

- o Use of color and materials for accents and focal points.



LANDSCAPE BERMING

- Connecting landscape design and color.
 - Corresponding sign appearance.
11. Encourage parking lot design that reduces ambient air temperatures and fragments the various lot spaces through various techniques.
 - o Elevation differences.
 - o Landscaped vertical planes.
 - o Berming.
 12. Incorporate berming and landscaping techniques between parking lots and streets that minimize noise and visual impacts.

Downtown Policies

13. Promote design that encourages pedestrian access at human scale.
14. Encourage orientation of shops to the walking customer instead of the car shopper.
15. Encourage architectural development that will reflect the history and culture of the community.
16. Prepare a downtown urban design plan to guide and coordinate public and private development.
17. Encourage cultural events throughout the downtown to generate day and night pedestrian traffic.
18. Plan public facilities along pedestrian corridors to encourage pedestrian traffic.



ENCOURAGE PEDESTRIAN TRAFFIC



ARCHITECTURAL COMPATABILITY WITH COMMUNITY

Street Tree Policies

19. Provide an environment that would encourage pedestrian traffic through the community.
20. Minimize the visual dominance of paved surfaces in both residential and commercial sectors of the community.
21. Strengthen and expand Citywide tree planting guidelines for the use of both the public and private sectors.
22. Trees should be planted to achieve a continuity of form through new and existing development throughout the community.
23. Retain existing trees in areas that are developed providing immediate solar barriers and aesthetic qualities.

5.6.3.5 Cultural/Historic/Archaeological

General Policies

1. Preserve and develop elements of the community that provide a sense of origin and history.
2. Preserve and identify significant archaeological sites.
3. Provide a hierarchy of social gathering place extending from the neighborhood to the Citywide scale.



PUBLIC PARKS



COMMUNITY CENTER

4. Establish key cultural centers with existing areas of historic and cultural development.
5. Development of new cultural centers should compliment existing architectural design characteristics of the area.
6. Promote and develop adequate community centers appropriately located and designed.

5.6.3.6 Landmarks and Focal Points

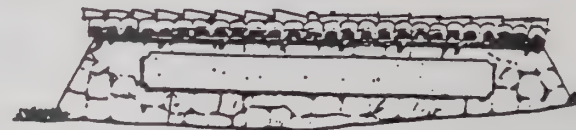
General Policies

1. Preserve and develop a sense of origin and history of special heritage features as landmarks and focal points.
2. Develop entry areas of the City to reflect the character of the community.
 - Existing landmarks and focal points should be strengthened and/or expanded.
 - Neighborhood and special area entryway should be enhanced to reflect similar architectural characteristics of the adjacent development.
 - Protect and improve the scenic quality of the City through focal points and landmarks.

5.6.3.7 Entry Treatments

General Policies

1. Designate and develop major City entry points to enhance community identity.
2. Utilize appealing road way designs to draw visitors and residents from entry points into the center of the City.



NEIGHBORHOOD ENTRY ENHANCEMENT

5.7 EMERGENCY SERVICES PLAN

5.7.1 Background

In accordance with state laws, the City of Carpinteria has adopted an Emergency Response Plan that specifies how the City will cope with the difficulties associated with a major hazard. The City has adopted the Emergency Plan of the County of Santa Barbara, revised in 1982. This comprehensive Emergency Response Plan is consistent and compatible with the California State Emergency Plan.

The County plan discusses the objectives, guidelines and policies that should be considered in the event of a major hazard. The safety of residents and property are the most important consideration; thus, the plan discusses the procedures for before, during, and after emergency care of people and property to minimize or possibly prevent severe damage from a major safety hazard.

Preventive measures to thwart the possibility of major hazard occurring are discussed as well as emergency preparedness and public awareness programs directed at informing and preparing residents for hazards. Another major area covered is that of guidelines and procedures that City administration officials should take in the event of an emergency or war, or death of the mayor, or other top City official during one of the emergency situations. Finally, the most important area covered is that of specific objectives, guidelines, and procedures for the police department, fire department, public utilities, and health and medical officials during any major safety hazard or catastrophe. The City's adopted emergency services plan is incorporated in this plan by reference.

Currently, key City personnel are engaged in the Countywide emergency plan update which incorporates all new requirements of state law. This new document will be incorporated into the General Plan by replacing the text referenced earlier. Phase II program of this General Plan will formally incorporate key provisions of the emergency plan text by early 1987.

5.8 IMPLEMENTATION SUMMARY

As the formal planning document for the City of Carpinteria, the General Plan is an expression of the community goals and policies for development. It is necessary that the daily working procedures and actions of the city implement the General Plan. In fact, various City programs carried out under provisions of state law relating to zoning, subdivisions, park dedications and redevelopment plans require findings of consistency with the General Plan.

Measures used to implement the General Plan can generally be categorized as follows:

- Section 5.8.1 Regulatory Actions
- Section 5.8.2 Intergovernment Coordination
- Section 5.8.3 Financing

Using the listed categories, the various methods of implementing the general plan will be summarized.

5.8.1 Regulatory Actions

Regulatory actions are police powers granted to the city by the state that can be used to implement the General Plan. These regulatory actions used to implement the General Plan include zoning, specialized techniques, subdivision regulations, building codes and code enforcement, environmental review process, multi-use programs, water allocation program, Planning Commission, Architectural Review Board and other regulatory actions. These implementation actions are further discussed below.

5.8.1.1 Zoning

The zoning ordinance is one of the primary means of implementing the General Plan through land use regulations. These regulations have been designed to carry out the objectives and policies of the plan. The defined purpose of the City of Carpinteria zoning ordinance is the "...encouragement of the most appropriate land use and the harmonious relationship among land uses: also the promotion of health, safety and the general welfare." The zoning code regulates land use by definition of boundaries,

density, bulk, height, setback and design. The zoning map is a graphic refinement of the general plan and is parcel-specific. The zoning map and permitted uses must, by state law, be consistent with the goals, objectives and policies of the adopted City General Plan. A table summarizing zoning designations consistent with individual General Plan designations can be found in the land use section of this chapter.

5.8.1.2 Specialized Techniques

The Specific Plan Process

California state statutes provide for the development of specific plans as a technique for systematically carrying out the purposes and intent of a General Plan. The specific planning process is a means for refining the goals and objectives of the community and developing a site-specific plan intended to implement these goals and objectives.

In some cases, the plan may encompass a limited number of parcels and landowners, whereas in other instances, it may deal with numerous landowners and parcels that benefit through a coordinated, site-specific planning effort.

Carpinteria intends to incorporate the environmental assessment process into the specific planning process. Such an integration will enable the community to thoroughly assess the significant cumulative impacts of growth well in advance of the physical construction process. Integrated into the specific plan will be a clearly defined analysis of the potential environmental impacts of each proposed land use in relation to all other land uses proposed by the specific plan. This integrated approach will enable community decision makers to simultaneously evaluate the proposed land uses within the community, and the environmental consequences of adopting these land uses.

- State Statutory Requirements. Section 65450 of the California Government Code provides for the preparation of "...specific plans based on the general plan and drafts of such regulations, programs and legislation as may in its judgment be required for the systematic execution of the general plan..." The City of Carpinteria has concluded that the use of specific plans is an effective method for achieving the community's goals and objectives for quality urban development.

In addition, an integrated specific plan, and environmental assessment as required by Section 21000 of the Public Resources Code, will provide a more comprehensive approach to land use decision making within the City of Carpinteria. It also will provide an equitable and streamlined process for review and approval of projects within the specific planned area.

The state statutes in Section 65451 of the government code outline the general subject areas that should be addressed in the specific plan.

"...such specific plans shall include all detailed regulations, conditions, programs and proposed legislation which shall be necessary or convenient for the systematic implementation of each element of the general plan listed in Section 65302, including, but not limited to...

- (a) The location of housing, business, industry, open space, agriculture, recreational facilities, educational facilities, churches and related religious facilities, public buildings and grounds, solid and liquid waste disposal facilities, together with regulations establishing height, bulk and setback limits for such buildings and facilities...
- (b) The location and extent of existing or proposed streets and roads...
- (c) Standards for population density and building density, including lot size, permissible types of construction, and provisions for water supply, sewage disposal, storm water drainage and the disposal of solid waste...
- (d) Standards for the conservation, development and utilization of natural resources...
- (e) The implementation of all applicable provisions of the open space element...
- (f) Such other measures as may be necessary or convenient to ensure the execution of the general plan..."

A subsequent provision, Public Resources Code Section 65453, allows the municipal agency to recover the reasonable costs of preparing the specific plan and its accompanying EIR.

- CEQA and the Specific Plan. Under California Administrative Code Section 15148, a specific plan and EIR may be combined into one document provided that all the environmental issues considered by Article 9 of the state EIR guidelines are addressed. The integration of the specific plan and environmental assessment processes results in a streamlined planning, development and review program.

This integrated approach makes it possible to develop a program EIR for the entire specific plan area. At the project approval stage, the remaining requirement for environmental assessments would be the need for highly focused environmental assessments to cover unique site-specific impacts not previously addressed in the program EIR. Under Section 15067.5(a) 2 of the state environmental review guidelines, a supplement may be added to a

program EIR thus facilitating the consideration of additional environmental issues which may arise during the implementation of the specific plan.

The integrated planning and environmental assessment program will be implemented through the following steps:

<u>Planning Level Assessment</u>	<u>Environmental</u>
General Plan	Base Environmental Assessment covering Planning Area
Specific Plan	Program Environmental Assessment of Specific Plan With Alternatives as Required by CEQA
Individual Project Plan	Negative Declarations, Focused EIR, and/or EIR Supplement Addressing Unique Environmental Impacts Not Previously Identified.

5.8.1.3 Subdivision Regulations

The State Subdivision Map Act unifies local subdivision procedures statewide, but allows the city to set design and improvement standards. Under the provision of the Subdivision Map Act, the city can require dedications for public improvements or the payment of in-lieu fees for parks and transit facilities, bicycle paths, street, drainage and public utility easements. Additionally, the subdivision must be found to be consistent with the General Plan. With the powers granted under this act, implementation of the General Plan will be furthered through the following requirements:

1. Determining lot sizes are appropriate for uses, density and building intensity.
2. Adequate onsite improvements are consistent with standards.
3. Offsite improvements or dedications are made consistent with master facilities plans, including parks and schools.
4. The subdivision design accommodates or protects areas of environmental significance, such as flood, fire or seismic hazards and special cultural or archaeological sites.

5.8.1.4 Building Codes and Code Enforcement

The Uniform Building Code is intended to standardize building requirements statewide. However, the City may establish certain local procedures when warranted.

Implementation of the general plan can be assisted by procedures designating the use of special building material in fire hazard areas and the inclusion of various energy conservation methods in building construction. In addition, through active and aggressive code enforcement practices, safety hazards can be mitigated and aesthetic standards encouraged, that further the General Plan guidelines.

5.8.1.5 Environmental Review Process

The environmental review process, mandated by the 1970 California Environmental Quality Act (CEQA), was enacted to ensure that environmental protections were considered as part of the public decision-making process. The city has implemented the California Environmental Quality Act through the City Environmental Guidelines, as adopted by the city council in ordinance form. The City Environmental Guidelines establish the environmental review procedures for all development proposals submitted to the city. The environmental review process allows the City to analyze development proposals in terms of each section in the General Plan and is therefore an effective tool in the implementation of the General Plan.

Under the procedures established in the City Environmental Guidelines, the City staff and the Environmental Review Commission is authorized to review and evaluate projects as to their environmental effects. If it is determined that a project will have a significant effect on the environment, an environmental impact report (EIR) is required. Information on the environment and the potential impacts to that environment resulting from implementation of a proposed project are spelled out in the EIR. In view of the information contained in the EIR and the comments, the City Council can approve or disapprove the project.

In connection with the environmental review process, the City is also creating a Master Environmental Assessment System. This system will identify and compile all

known information on the physical and cultural resources of the City of Carpinteria and its surrounding area. This assessment will be utilized for the development and evaluation of all environmental determinations and documents approved by the City. Each subsequent environmental evaluation will be incorporated into the Master Environmental Assessment System.

The documentation provided by the Master Environmental Assessment System will act as more detailed information to be utilized in implementation of the general plan.

5.8.1.6 Multi-Use Programs

City General Fund

The City general fund combines sources of funds, such as the property tax, sales, tax property transfer tax and vehicle license tax. Money from the general fund could be appropriated for a variety of activities, such as street improvements or park acquisition. However, use of the general fund as a source of revenue for major projects is not recommended because of the incremental nature of the funds and the amount available for such projects would be limited unless combined with other special purpose funding.

General Obligation Bond

General obligation bonds can be used to fund a variety of improvements and facilities, such as government offices, that benefit the public in general and do not generate revenue. Any issuance of general obligation bonds must comply with the state constitutional debt limitation requirement or receive two-thirds voter approval. For this reason, the use of general obligation bonds is generally not feasible.

Revenue Bonds

Revenue bonds can be used to fund facilities that can generate proceeds such as parking facilities. Revenue bonds are secured by the proceeds from enterprises they fund and may be looked to as a potential source for funding certain facilities.

Exactions and Fees

Under the provisions of CEQA and the Subdivision Map Act, the City may exact dedications of land or improvements or in-lieu payments for the construction of capital improvements, such as streets, bridges, drainage systems, sewer and groundwater recharge facilities. The subdivider can also be required to install improvements in excess of the capacity that is required for the subdivision, provided the excess costs are reimbursed to the developer by the local government. The City then has the ability to levy a user charge or assessment against the property benefiting from the improvements in order to repay the above-mentioned reimbursement.

In addition to exaction under the Subdivision Map Act, other fees may be charged to new development when a project is approved or a building permit issued.

5.8.1.7 Water Allocation Program

One of the most significant issues in the south coast area is that of water supply. In the early 1980s, a program for water allocation was encouraged by regional agencies; subsequently, such a program was adopted by the City of Carpinteria.

This program was based upon a relatively simple methodology:

1. Establish water resources used and available.
2. Allocate the water for consumption to new development by category spread over future years (which respond to development objectives of the community).
3. Use a legislative approval procedure to issue allocations to specific development projects (after project approval) on a quarterly basis.

This program was not without problems. The lack of empirical data on existing usage, remaining potential water resources and sufficiently sophisticated monitoring programs have created certain deficiencies. This issue area is further complicated by a desire to reevaluate the "70-30" county-city allocation split for Carpinteria Valley water resources and new information recently available indicating additional

water sources. Both components could significantly affect the total available water reserves that would "ripple" through the quarterly, annual and long-term water allocation program.

In an effort to resolve this issue area several evaluations are currently underway. The county is evaluating the water resources in an attempt to establish the County Area Allocation Program and the Carpinteria County Water District (CCWD) is undertaking the same exercise for its jurisdiction. A natural subsequent step for the city is to establish a program that:

1. Synthesizes this new empirical data base for water resources into a usable "water baseline format."
2. Establishes a geobase program for all parcels in the city (and planning area) which historic water use is one element.
3. Balances community goals (i.e., growth rate per annum) with annual allocation to new development based upon this new water availability data.
4. Readopts a revised water allocation with administrative procedures that assure equitable distribution of water service to new projects.
5. Provides annual or periodic reevaluation requirements to maintain accurate water information and assure an effective program.

Table 5-10 summarizes available information.

5.8.1.8 Planning Commission

The City Council of the City of Carpinteria has delegated significant responsibility to the Planning Commission for the implementation of the General Plan. The major responsibilities of the Planning Commission include making determinations regarding the consistency of development proposals with the general plan and zoning and subdivision regulations.

TABLE 5-10

CARPINTERIA COUNTY WATER DISTRICT
1979 ESTIMATED WATER SUPPLY/DEMAND BALANCE^a

<u>Supply</u>	<u>Water Use</u> <u>Acre Feet/Year (AFY)</u>
Groundwater Safe Yield ^b	
(Carpinteria Groundwater Basin)	4,500
Cachuma Planning Total	<u>3,041</u>
	7,541
<u>Water Use</u>	
Private Wells ^c	1,800
Municipal and Industrial (M&I) ^d	1,922
Agriculture	<u>2,869</u>
	6,591
<u>Total Uncommitted Water Surplus</u>	950.00
70% reserved for agriculture use in the county	665.00
30% reserved for M&I uses within the city	285.00
Water allocated for city projects having received all approvals as of July 31, 1979	<u>114.23</u>
Uncommitted balance for city	170.77

- a These estimates are based on 1979 supply figures and average water use data for the periods 1974-75 and 1978-79.
- b This figure is likely conservative and may warrant a revision upward, perhaps by 250 AFY (Letter to Carpinteria County Water District, November 9, 1978, Geotechnical Consultants, Inc.). According to the attorney for the Carpinteria County Water District, the right of the district to extract groundwater from the basin may be severely restricted and so impair its ability to deliver water (Reference letter from R. M. Jones to E. Van de Water, April 21, 1978).
- c Geotechnical Consultants, Inc. "Hydrologic Assessment, Carpinteria Groundwater Basin" (Letter to the Carpinteria County Water District, March 3, 1978, page 3).
- d This is an average for the period 1974-75 and from 1978-79; see Carpinteria County Water District letter to City of Carpinteria, July 23, 1979, page 4.

Source: City of Carpinteria. Coastal Plan, 1980.

5.8.1.9 Architectural Review Board

The major function of the Architectural Review Board is to evaluate and make recommendations on the exterior appearance and maintenance of development that can include structures, landscaping, off-street parking, site development and signs. The policies and standards suggested in the community design section of the General Plan should serve as a basis for the review of development proposals by this board.

5.8.1.10 Other Regulatory Actions

Other regulatory actions, such as special ordinances, can be adopted to implement the General Plan. The intent of such ordinances could be to establish special standards or regulations affecting development, such as hillside development.

5.8.2 Intergovernmental Coordination

Effective implementation of the City of Carpinteria General Plan cannot be considered independently of the other agencies providing services to the City and the development occurring in the county and neighboring areas. Important to implementation efforts is a cooperative spirit and willingness to use joint planning techniques to improve conditions in the City. Summarized below are examples of intergovernmental coordination activities extracted from various sections of the plan.

- Coordination with the County in sphere of influence areas on the level, timing and improvement in quality of development in county sectors.
- Establishment of City and County use of special corridor overlay zones for improvements of major street appearance, including buffering techniques for incompatible use interface.
- Cooperation to the fullest extent possible with the state, counties, and regional bodies in the planned orderly development of areawide circulation programs and street improvement programs.
- Coordination with air quality management district and other communities to implement regional air quality improvement plans.
- Coordination with Carpinteria service districts to ensure adequate service/capacity and to protect groundwater resources.

- Continued participation in efforts to provide regional plans for solid waste disposal and encourage the use of recycling programs to reduce the requirement for solid waste disposal capacity.
- Continued work with the Fire Protection District in the implementation of fire prevention regulations and work with the district in developing the fiscal resources required to provide services in new development areas.
- Coordination with the school districts on 5-year action programs to meet the educational needs of enlarged student enrollments.
- Continued work with the County Flood Control District and Ventura County to resolve drainage issues and to encourage a means of financing regional and secondary channel improvements.
- Continued coordination with the various utility companies in the provision of service to new development areas and to encourage conservation education programs.

5.8.3 Financing

The City's ability to finance and construct improvements and facilities combined with the ability to regulate land use gives the City control in the quality, type and timing of development. Given this fact, a city's financial abilities directly relate to the implementation of the policies stated in the General Plan.

Since 1978, two state constitutional amendments have transformed the structure for financing local improvements and facilities. Prior to 1978, cities relied on their ability to levy property tax to raise revenue for general government. By passing Proposition 13, California voters limited local ad valorem property, tax to 1 percent of the 1975-76 market value of property, and required a two-thirds vote of the electorate to levy new taxes. Voter approval of Proposition 4 in 1979 limited government's spending ability. Under the conditions imposed by Proposition 4, the city's annual appropriations are restricted from exceeding the prior year's level, except for adjustments based on population changes and the changes in consumer price index. Proposition 4 exempted fees or user charges that cover the cost of services only. Because of these constitutional limitations, local government has shifted from a reliance on property taxes to a reliance on exaction fees, assessments and grants.

The various funding mechanisms and programs available to the city that can be used to implement General Plan policies are listed below. The separate categories of

funding include multi-use programs (money used for a variety of programs), transportation programs, open space and recreation programs for acquisition and development and housing programs. Sections 53970, et. seq., also allow local government to charge fees for police and fire protection and for maintenance of existing facilities.

5.8.3.1 Special Benefit Assessment

Special assessments can be used to finance a gamut of physical improvements, maintenance and services costs. Special assessments can be levied under various sections of the government code. In some instances, the legislative body can establish an assessment district, and in other cases, approval by the registered voters in the area to be assessed is required. The assessment district concept does not constitute a special tax under Proposition 13, and is not subject to the two-thirds vote.

Procedures providing for assessment districts provide an equitable method of distributing the costs because the benefiting property is assessed for the actual cost of the improvement or service. Since it can be shown that residential properties are paying an increased proportion of property taxes, assessments may be of particular benefit in providing improvements or services in commercial or industrial areas.

Although the city has long used the assessment proceedings provided for in the streets and highways code for installation of improvements, new types of assessment proceedings being utilized or considered involve the Landscape Maintenance District and Open Space Maintenance District.

In some cases, special assessment bonds can be used to finance sidewalk, sewer and other street improvements. The bonds are secured by the assessed property plus a special reserve fund to cover any delinquencies.

5.8.3.2 Redevelopment Law

Under state community redevelopment law, a redevelopment agency in a city that is established by the City Council may declare a redevelopment project area. Within the project area, the redevelopment agency may carry out a wide variety of

activities, including finance planning, administrative functions, land a property acquisition and improvements. Tax increment financing freezes the assessed value of the taxable property in the project area the date the redevelopment project is adopted. Thereafter, other taxing entities only receive the amount that would have accrued to the property if redevelopment did not occur. The redevelopment agency can borrow money or sell tax allocation bonds to perform activities and the tax increment is used to repay the debt.

5.8.3.3 Community Development Block Grant (CDBG)

Title 1 of the Housing and Community Development Act of 1974 as amended, authorizes the Department of Housing and Urban Development to award grants to local governments to fund a broad range of activities benefiting low- and moderate-income persons. The goal of the program is to provide decent housing and to expand the economic opportunities for the low- and moderate- income households in the community. The City participates with the county in the Urban County Block Grant Program. This funding source is quickly fading under the current federal administration.

5.8.3.4 General Revenue Sharing

The general revenue sharing program was instituted by Congress in 1972. Revenue sharing was designed to redistribute federal revenue back to state and local governments. The monies can be used for capital outlay or maintenance and operation expenses. Wide discretion can be used by the locality in use of the funds. Although a significant revenue source, general revenue sharing funds have been reduced from previous years funding in the new federal budget and also is anticipated to be unavailable soon.

5.8.3.5 Transportation Programs

Transportation Development Act of 1972

The Transportation Development Act is a state act that funds the county treasury from a portion of the sales tax. The money can be used for replacement of transportation vehicles, acquisition purposes and other capital outlay.

National Mass Transportation Assistance Act of 1974 (UMTA)

This act appropriates federal funds for mass transportation systems. Grants made under the program fund 50 percent of operating costs or 80 percent of capital outlay costs for transit systems.

The Department of Transportation, Federal Aid Urban (FAU)

These federal monies are made available for a variety of transportation-related uses.

5.8.3.6 Open Space and Recreation Programs

Land and Water Conservation Fund (LWCF)

The Federal Land and Water Conservation Fund makes funds available on a 50-50 matching basis for acquisition of open space or parklands and site development. Projects serving urban populations are given priority and property developed or acquired must be permanently dedicated to outdoor recreation. The LWCF is administered by the Heritage Conservation and Recreation Service which makes the funds available to the State Department of Parks and Recreation. Monies are allocated statewide within planning districts but projects are competitive within districts.

Park Development Fee

Under the provision of the state law known as the Quimby Act, a local government may assess a fee on new residential development for the purposes of providing parks and open space. The City presently collects a fee of 1 percent of the assessed value per residential unit calculated from building department standards. In-lieu land donations may be accepted instead of the fee. Predicated on new residential development, the park development fee can be looked at as the major source for park acquisition and development projects.

Open Space Easement Acts of 1969 and 1974

The Open Space Easement Act of 1969 allowed local governments to spend monies to acquire easements or fee title to open space lands. The 1974 version of the bill authorized local governments to accept grants of open space easements on private lands. Under this legislation, a landowner agrees to public use of a portion of his/her land for at least 10 years. No improvements can be made to the land unless contractually agreed by both parties.

Roberti-Z'berg Urban Open Space and Recreation Program

Known as SB #174, this state program makes funds available for the acquisition and development of park facilities in urban areas. Communities designated as urban areas receive an annual block on population. All communities can compete for a special fund of need-basis grants. The state provides 75 percent and the local government provides a 25 percent matching share. Additionally, 25 percent of the state share may be used for maintenance and operations costs.

1980 Bond Act

Statewide voter approval of Proposition 1 in 1980 provided the funds to operate the Roberti-Z'berg Program and made \$85 million available to counties to distribute among all the cities in the county, the county and recreation service districts.

Transportation Development Act Funds

This act, approved under SB #8921, requires that 2 percent of SB #325 funds must be utilized for bicycle paths or pedestrian facilities unless regional planning agencies seek to utilize the funds.

State Bicycle Land Fund

This program receives funds from the local share of state gas tax for funding bicycle routes. Administered by Caltrans, the grant funds 90 percent of project costs with a 10 percent local match. In order to apply for the program, the City must have a bicycle plan that is approved by Caltrans.

5.8.3.7 Housing Programs

See the Housing Element, Section 5.4.

5.8.3.8 Land Acquisition Programs and Techniques

Land acquisition is an additional method of implementation of the general plan. Acquisition is the most common method of implementation for recreational development and open space protection. In addition, land acquisition is frequently utilized for public office facilities and downtown parking lot facilities.

The primary land acquisition techniques include the following:

- Fee Title Acquisition. Public purchase of full title to the land and all associated rights. This is the preferable method of property purchase but it requires the City to have the revenue available for such purposes. The utility of acquisition by fee title can be limited by the availability of large amounts of revenue for purchase consideration.
- Acquisition for Less Than Fee Title. This acquisition method allows the City to purchase certain rights to property while not purchasing the land outright. Acquisition for less than fee can involve development rights or easements. This form of acquisition leaves the land on the tax rolls.
- Purchase and Lease Back. Under a purchase and leaseback arrangement, the City could buy property and then lease or sell it back to the original owner subject to restrictions that ensure that the land will be preserved or only certain utilization be made of the property. This arrangement requires a property owner with a willingness to enter into such an agreement.

The high cost of property presents a problem to local government in trying to accrue the resources necessary for purchase. If a land price cannot be mutually agreed upon, the land may be condemned, and just compensation paid for it.

In view of considerations, local governments rely on a variety of programs which make funds available for property acquisition. These programs have been addressed in the previous description of specific programs and other sections of the plan. The keys to parks and open space acquisition are the park development fee, community development block grant, land and water conservation fund, and general revenue sharing. The community development block grant and general revenue sharing can provide acquisition funds for other public purposes.

With impending cutbacks in state and federal programs, other methods of acquiring property can be considered. Acquisition through donation of land as a gift can provide tax advantages to the donor. Trade or land exchanges and the acquisition of tax delinquent lands are other possible acquisition methods.

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6.1 INTRODUCTION

6.1.1 Purpose

The following EIR has been prepared for the draft General Plan for the City of Carpinteria (Figure 1-1). In September of 1981, the City Council of Carpinteria updated the city's original (1965) General Plan to include the Local Coastal Plan (LCP) and a new Housing Element. Since 1981, portions of the plan have been updated and/or modified. The preparation of the draft General Plan, therefore, is the first comprehensive update of the city's General Plan since 1965.

State guidelines for implementation of the California Environmental Quality Act of 1970, as amended (California Administrative Code Title 14, Division 6), herein referred to as CEQA, provide that an Environmental Impact Report on a local General Plan may be combined with the General Plan document (Section 15148). The General Plan itself is the "project" for which the EIR is written. The required information, such as description of project and description of setting, is presented in the various sections of the General Plan text. The required impact evaluations, as provided in this EIR, fulfill the summary requirements of CEQA pertaining to General Plan EIRs.

The integration of the General Plan with the EIR clarifies the relevant issues before the community, while offering a general assessment of the General Plan with a discussion of reasonable alternatives to the proposed plan. It is through this method that the community will balance desired social and economic goals while preserving the valuable natural environment.

Equally important to the integration of General Plan and Environmental Impact Report document is the city's recognition that preparation of the General Plan meets the intent of CEQA since the planning and environmental review process are concurrently undertaken. Thus, this EIR analysis, mandated by CEQA, occurred during and within the General Plan and citizen review process.

The "integrated format" provides an ideal opportunity to present the city's environmental goals and objectives as an inherent part of the General Plan process suggested by CEQA. The Environmental Process section of this EIR identifies and

describes the role of this EIR as a "Master Environmental Impact Report and the delineation of specific goals, objectives, policies and programs. That is, this EIR is intended to be a Master EIR (MEIR) for the overall development of the City of Carpinteria. Because the General Plan is largely a conceptual policy document, subsequent environmental documentation for specific development projects may be "tiered" consistent with Section 15152 of the State CEQA Guidelines, which is provided below:

1. Agencies are encouraged to tier EIRs that they prepare for separate but related projects, including general plans, zoning changes and development projects. This approach can eliminate repetitive discussions of the same issues and focus the EIR on the actual issues ripe for decision at each level of environmental review.
2. Where an EIR has been prepared for a program, plan, policy or ordinance consistent with the requirements of this section, any lead agency for a later project pursuant to or consistent with the program, plan, policy or ordinance should limit the EIR on the project to effects that either:
 - a. Were not examined as significant effects on the environment in the prior EIR.
 - b. Are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means.
3. The tiering concept will be used on those proposed projects that are consistent with the General Plan and zoning of the jurisdiction in which the project would be located.
4. The initial study shall be used to decide whether and to what extent the prior EIR is still sufficient for the present project.
5. When tiering is used, the later EIRs or negative declarations shall refer to the prior EIR and state where a copy of the prior EIR may be examined. The later EIR should state that the lead agency is using the tiering concept and that the EIR is being tiered with the earlier EIR.

6.1.2 EIR Focus and Issues Found To Be Insignificant

An Initial Study, as required by CEQA, was completed on August 9, 1985, for the General Plan Update. The Initial Study identified the environmental issues that would, or could, be significantly impacted by the project and those that would not be impacted.

Environmental issues that would not be significantly impacted by the draft General Plan, and therefore, would not require evaluation in the EIR, per Section 15063(c) of the State CEQA guidelines (as amended) were identified by the city as earth, plant life, animal life, light and glare, human health, aesthetics and cultural resources. Furthermore, the responsible agencies that were contacted did not request consideration of the areas identified by the city as not being significantly impacted. The following discussion highlights the reasoning for excluding these impact categories from this EIR:

- o Earth. The City of Carpinteria is situated on the Santa Barbara coastal plain which is relatively flat. The City has no unique geologic features that could affect or be affected by future development in the area.
- o Plant Life. Although future specific developments may necessitate the removal of existing plant life, no unique or endangered species of the plant life are likely to be removed.
- o Animal Life. No impacts related to the change in diversity or number of species nor introduction of new species are anticipated to result from the adoption of the draft General Plan. Further, no significant adverse impacts are expected in regard to deterioration of fish or wildlife habitat.
- o Light and Glare. Future development would increase the amount of artificial lighting; however, the low-intensity nature of any lighting anticipated is not expected to significantly impact the surrounding land uses.
- o Human Health. The proposed General Plan is not anticipated to create any health hazard, potential health hazards nor is it expected to expose potential residents to health hazards.
- o Aesthetics. The proposed General Plan is not expected to significantly alter existing views or view potential beyond what would occur under the existing General Plan.
- o Cultural Resources. The proposed General Plan is not expected to result in the alteration or destruction of a prehistoric or historic archaeological site identified in the City of Carpinteria.

Environmental issues that could be significantly impacted by the proposed General Plan include air quality, flood control, noise, land use, population and housing, transportation and circulation and public facilities and services. These issues are discussed and evaluated in this draft EIR.

6.1.3 EIR Participants

The analysis in this EIR has been prepared in conformance with the CEQA and the state CEQA guidelines (as amended). The City of Carpinteria is the lead agency for the EIR. Environmental consultation for the EIR has been provided by Michael Brandman Associates, Inc. with assistance from Associated Transportation Engineers for transportation and circulation impact analysis.

6.2. METHODOLOGY

6.2.1 CEQA Requirements

The revised General Plan will require a discretionary action by the lead agency, the City of Carpinteria. According to the State Environmental Impact Report Guidelines, Title 14, Division 6, Chapter 3, all discretionary projects must be reviewed to determine any effects on the environment. An environmental evaluation for the proposed General Plan prepared by the City of Carpinteria identified the need for an Environmental Impact Report (EIR) to be prepared in conformance with the requirements of the California Environmental Quality Act (CEQA).

This EIR is intended to be used as an informational document, providing decision makers and their staff with an objective assessment of the environmental impacts associated with the project. This document and the mitigation measures proposed herein will become part of the project approval. The provisions for identification of "unavoidable adverse impacts" is presented in Section 6.0 of this EIR.

6.2.2 Integrated General Plan and EIR

This Environmental Impact Report will be presented as an integral part of the General Plan, as recommended by the 1980-1981 California State General Plan Guidelines. The final EIR will be presented as a chapter in the adopted General Plan document.

The general requirements outlined in Article 9 of CEQA Guidelines are listed as the table of contents for this report. All required information, descriptions, environmental impacts and mitigations are referenced in the General Plan and, as required, a summary of this EIR is located in Section 4.0 of the draft General Plan.

6.2.3 Master Environmental Impact Report

Information collected and referenced within this integrated document will become the baseline for Carpinteria's Master Environmental Impact Report (MEIR). This MEIR shall become the primary reference in a cumulative library of environmental information. This environmental report system will provide increasingly detailed levels of information to be utilized in subsequent evaluations.

6.2.4 Scope and Approach

The draft General Plan will represent a change in general policy, the scope of this environmental analysis will be directed at a policy level of detail. To facilitate a quantitative analysis of project impacts and mitigation measures, alternative plans for Carpinteria's ultimate land uses were formulated and used in several workshop sessions. The draft General Plan described and evaluated in this EIR is the result of that effort.

The approach taken throughout this report describes the existing setting, outlines the potential impacts and then proposes mitigation measures appropriate for the proposed General Plan. In most cases, policies and programs contained in the draft General Plan form the environmental mitigation measures. In some cases, where General Plan policies do not reduce impacts below an acceptable level, additional mitigation measures are offered. This approach reinforces the integrated statutory requirements that are required in the State General Plan Guidelines and CEQA.

6.3 PROJECT DESCRIPTION

6.3.1 Project

The proposed Carpinteria General Plan is a complete review and revision of the existing General Plan and its elements. The General Plan represents the desire of the City of Carpinteria to take advantage of development potentials and to cope with the complex dynamics of long-range city growth. The General Plan is designed to guide future development in the Carpinteria Valley in a desirable and efficient manner and provide a basis for public decisions regarding the development of community resources, the expenditure of public funds, and the allocation of land for various purposes. The General Plan is essentially a statement of public policy.

6.3.2 Process

The Carpinteria General Plan has been prepared based on extensive public input and analysis by city staff and consultants. The city's Citizen's Advisory Board (CAB) met several times over a 6-month period, beginning in spring 1985, to formulate land use alternatives and overall goals, policies and objectives. The draft EIR evaluates this committee's recommended General Plan and elements. As part of the final adoption of the proposed General Plan, the City's Planning Commission and City Council will conduct public workshops and public hearings; public review of this draft EIR will be concurrent with public hearings on the draft General Plan (see Chapter I, Section 2.0).

6.3.3 Intent

The General Plan will become the city's most basic statement of policy relative to land development and is designed to be frequently consulted by both the City Council and the Planning Commission as they make day-to-day planning decisions. The General Plan should also be read and understood by a wide array of citizens, landowners, developers, and agencies who plan and develop projects and facilities within the city and the surrounding area. The county and special districts with property within and adjacent to the study area should review the plan and attempt to conform to it in their own planning efforts. Most importantly, the city of Carpinteria can use the plan as a means of continually defining the goals toward which the city should strive (see Chapter I, Section 2.0).

6.3.4 Format

The General Plan text is organized into logical sections providing quick reference, resulting in a document that is easy to read.

6.3.5 Land Use Map

Land use is the major focus of the Carpinteria General Plan (see Figure 2-1). The graphic display of this plan in the form of a land use map is usually the center of attention of all interested parties. Because it is the illustration of Carpinteria's goals and policies, it is important that this map be accurate. It is an integrated part of the plan text and any changes must take place on all affected portions of the General Plan (see Chapter V, Section 1.0).

6.3.6 Setting

The city is located in the Carpinteria Valley approximately 80 miles northwest of Los Angeles and 10 miles southeast of Santa Barbara (please refer to Figure 1-1). Carpinteria is centrally located with convenient access to the Pacific Ocean, the local mountains and the substantial employment, shopping, educational, and cultural opportunities of Los Angeles and Santa Barbara (see Chapter I, Section 3.0).

6.4 ENVIRONMENTAL SUMMARY

6.4.1 Proposed Project

The General Plan projects a population of 16,000 by the year 2000 upon ultimate buildout of the Carpinteria planning area. The population increase, from 10,835, is significant in terms of impacts to the natural and man-made environment. This environmental evaluation is based on the assumption that development will occur, and through the general plan process, the impacts associated with such growth will be reduced to the maximum extent possible.

The following pages include a summary of significant impacts of the proposed project and recommended mitigation measures. In addition, the level of significance of each impact after implementation of the mitigation measure is identified.

6.4.2 Summary Table

Table 6-1 summarizes environmental impacts, mitigation measures and level of significance after mitigation. The impacts are classified according to their level of significance as Class I, Class II, Class III or Class IV, as identified on the table. At the conclusion of Table 6-1, a summary of alternatives and General Plan consistency is provided.

TABLE 6-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION
MEASURES, ALTERNATIVES AND GENERAL PLAN CONSISTENCY

I. PROJECT SPECIFIC IMPACTS

<u>DESCRIPTION OF IMPACT</u>	<u>MITIGATION MEASURES</u>	<u>RESIDUAL IMPACT</u>
A. CLASS 1 - SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS of the project for which the decision maker must issue a "statement of overriding considerations" under Section 15093 of the State CEQA Guidelines (as amended) if the project is approved.		
<u>Air Quality</u>		
As the city continues to grow, impacts to the ambient air environment would occur from both mobile and stationary source emissions. Significant increases in traffic volumes on local streets will increase automobile-related emissions and industrial development may also increase air pollutant levels.	Reduce total VMT by promoting ridesharing (e.g., carpooling) through homeowners associations. Provide bicycle racks in residential areas. Future residential and commercial uses should be preplumbed for fixture installation of solar water heaters to reduce stationary source emissions. Thermal installation and proper building design would also reduce household electrical and natural gas consumption and result in reduced generation of emissions.	Significant
<u>Water</u>		
Future development in the City would create a water demand which would exceed the existing water availability. The increased demand for water is in direct proportion to future residential growth in the city and the ability to meet these demands may influence the rate of growth.	Require low-flow plumbing fixtures and automatic landscaping irrigation systems using time clocks and/or moisture sensors in all new developments. Passive landscaping should be of a low water demand drought-resistant nature. Carpinteria should coordinate with other governmental agencies to seek alternative water sources and establish a regionwide water conservation plan.	Significant

DESCRIPTION OF IMPACT

MITIGATION MEASURES

RESIDUAL IMPACT

B. CLASS II — SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS THAT CAN BE FEASIBLY MITIGATED OR AVOIDED, for which the decision maker must make "findings" under Section 15091 of the State CEQA Guidelines

Flood Control

Changes in land use patterns in the General Plan designates additional residential uses in the 100-year flood plain.

Recent improvements to several flood control channels have reduced the potential for flooding in the 100-year flood plain.

Not significant

Noise

Noise generated from traffic will incrementally increase due to growth and the redistribution of the population. In addition, new industries may relocate or establish themselves in the city, generating noise related to traffic and the operation of the facilities

Noise impacts can be minimized by locating noise-sensitive land uses away from noise sources. Other mitigation measures include earth berms and walls between the noise source and receptor to decrease noise transmission.

Not significant

Land Use

Proposed land use designations are distributed similarly to existing development and zoning patterns; however, an increase in industrial and low density residential land uses are proposed.

Land use impacts can be minimized by requiring buffers and transmission areas between dissimilar uses. The city should also encourage existing low and moderate income housing opportunities by establishing housing rehabilitation programs.

Not significant

Transportation and Circulation

The proposed circulation system alleviates much of the existing congestion and circulation inefficiencies; however, a proposed freeway on/off ramp at Linden Avenue would require the removal of some existing residences north of U.S. 101.

The City would be required to make all reasonable efforts to see that residences displaced are relocated to suitable locations per California Relocation Assistance Law.

Potentially significant

Wastewater Services

Future development in the city will require wastewater treatment. No significant impacts are anticipated because existing wastewater facilities are adequate to meet the sewage needs of additional growth beyond the year 2000.

No mitigation measures required.

Not significant

DESCRIPTION OF IMPACT

MITIGATION MEASURES

RESIDUAL IMPACT

Police Protection

As growth continues in Carpinteria, the demand for police protection would increase especially during the summer tourist season.

The city should establish a program to ensure that adequate police personnel is available as the population increases.

Not significant

Fire Protection

As growth continues in Carpinteria, the demand for fire protection would increase and subject areas south of U.S. 101 to low fire hydrant water pressures.

The city should establish a program to retrofit existing structures south of U.S. 101, with pressure regulations to ensure adequate fire hydrant water pressure.

Not significant.

Public Schools

It is estimated that the city's population would generate 390 additional students through the year 2000. This would require new/expanded school facilities.

Additional funding sources to construct or modify existing schools would be required by the city, obligating developers to pay \$1,000 per new dwelling unit to the Carpinteria Unified School District.

Not significant

Solid Waste

Future development in the city will continue to require solid waste disposal services and would ultimately reduce the lifespan of the Tajiguas landfill.

The city should participate in efforts to provide regional plans for solid waste disposal. Recycling programs would also help increase the ultimate lifespan of the Tajiguas landfill.

Not significant

C. CLASS III - IMPACTS FOUND NOT TO BE SIGNIFICANT

Parks and Recreation

The City of Carpinteria maintains eight public parks totaling 30 acres. As the population increases, additional parkland would need to be designated to provide the residents with adequate park facilities.

The city should provide a variety of parks, including active and passive parks at a minimum of 5 acres per 1,000 city residents.

Not significant

DESCRIPTION OF IMPACT

MITIGATION MEASURES

RESIDUAL IMPACT

D. CLASS IV - BENEFICIAL PROJECT IMPACTS

Housing and Population

While the draft General Plan proposes an approximate population increase of 5,000 persons by the year 2000, there are no adverse environmental impacts anticipated in regard to location, distribution and density of population and housing.

The adoption of the General Plan would not result in any significant environmental impacts; therefore, no mitigation measures are required.

Beneficial

II. CUMULATIVE PROJECT IMPACTS

These impacts are presented to alert the decision maker to the regionally and locally significant effects to which individual projects contribute and which cumulatively may have a potential for severe environmental change. Mitigation of cumulative impacts often requires the adoption of regulations or ordinances rather than imposition of conditions on a project-by-project basis.

A. CLASS I - SIGNIFICANT UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS OF CUMULATIVE DEVELOPMENT

Air Quality

As cumulative development occurs, impacts to the ambient air environment would exist from mobile and stationary sources.

To reduce auto trips and therefore mobile emissions, promote ridesharing and bicycle riding.

Significant

To minimize stationary source emissions, reduce energy consumption by preplumbing structures to accommodate solar water heaters; maximize efficient energy use through window orientation and structural insulation of proposed developments in the area.

Water

Continued development in the region would create a water demand that will exceed the existing water availability.

Carpinteria should coordinate with other governmental agencies to seek alternative water sources and establish a regionwide water conservation plan.

Significant

DESCRIPTION OF IMPACT

MITIGATION MEASURES

RESIDUAL IMPACT

B. CLASS II - SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS OF CUMULATIVE DEVELOPMENT THAT CAN BE MITIGATED

Noise

Noise generated from traffic would incrementally increase due to cumulative growth in the area. In addition, new industries may relocate or establish themselves in the area, generating noise related to traffic and the operation of the facilities.

Noise impacts would be minimized by locating noise-sensitive land uses away from noise sources. Other mitigation measures, include earth berms and walls to be installed between the noise source and receptor to decrease noise transmission.

Not significant

Transportation and Circulation

Cumulative development in the area would increase the traffic and congestion on local and regional roadways resulting in increased delays.

Roadway widening, signal systems and lane channelization would ensure timely implementation of major roadway improvements.

Not significant

Wastewater

Cumulative development in the area would require wastewater treatment from the Carpinteria Sanitation District. The existing facilities are able to serve an additional 3,600 people.

If the population increases by 3,600 people, the city and county could require developers to pay a fee to the Carpinteria Sanitation District to cover additional costs incurred for the treatment of future generated wastewater.

Not significant

Police Protection

Cumulative development in the area would require adequate police protection.

The city and county should establish a program to ensure adequate police personnel is available as the population of the region increases.

Potentially significant

Fire Protection

Cumulative development in the area would require adequate fire protection.

The city and county should establish a program to ensure adequate fire personnel is available as the population of the region increases.

Not significant

DESCRIPTION OF IMPACT

MITIGATION MEASURES

RESIDUAL IMPACT

Public Schools

Cumulative development in the region would require new and expanded school facilities.

The State of California could provide funds and developers might be required to provide funds for additional classroom space, school buses and teachers. Individual school districts should explore alternative means for providing classrooms and other facilities.

Not significant.

Solid Waste

Cumulative development would require solid waste disposal services which will ultimately reduce the lifespan of local landfills.

The City should participate in efforts to provide regional plans for solid waste disposal. Recycling programs would also help increase the ultimate lifespan of local landfills.

Not significant

D. CLASS IV - CUMULATIVE BENEFICIAL PROJECT IMPACTS

Housing and Population

Cumulative development would be a beneficial impact to the regional housing market.

No mitigation measures required.

Beneficial impact

III. PROJECT ALTERNATIVES

PROJECT ALTERNATIVES — Alternative development concepts analyzed in this EIR include:

1. No Project
2. Land Use Alternative 2
3. Land Use Alternative 3

Environmentally Superior Alternative - The proposed project appears to be the environmentally superior development option. The "No Project" alternative which is the currently adopted General Plan, is not feasible because the plan is five years old and no longer reflects the growth patterns of the city. Land Use Alternatives 2 and 3 both support a greater population than the proposed project, therefore increasing all of the environmental impacts associated with the proposed General Plan.

IV. CONSISTENCY OF PROPOSED PROJECT WITH THE SANTA BARBARA COUNTY COMPREHENSIVE PLAN

Consistency of Proposed Project With Comprehensive Plan

The proposed General Plan is responsible for all land within the City of Carpinteria, Sphere of Influence and the Urban Boundary Line. Portions of Santa Barbara County could possibly be annexed into the City of Carpinteria's jurisdiction, requiring land use designation changes in the future. Therefore, implementation of the General Plan may place parcels of land outside of Santa Barbara County's jurisdiction.

6.5 ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES

6.5.1 Air Quality

6.5.1.1 Existing Conditions

For a complete description, see Chapter 3.0, Section 3.4.

6.5.1.2 Project Impacts

Implementation of the Carpinteria General Plan would result in significant adverse air quality impacts related to mobile and stationary source emissions. Temporary air quality impacts related to construction would not be significant.

As the City of Carpinteria grows throughout the year 2000, air quality impacts will occur from a variety of sources, including: (1) mobile sources (vehicular and construction); and (2) stationary sources (industrial, residential, commercial, natural gas and electric demands).

Mobile source emissions, which come primarily from vehicles, are the chief source of carbon monoxide (CO), reactive hydrocarbons (RHC) and oxides of nitrogen (NOx). The increased use of vehicles in the City of Carpinteria will add new vehicle miles traveled (VMT) within the air basin, thus furthering air quality deterioration and nonattainment of state and federal standards.

Construction activities will contribute primarily to the increase in total suspended particulates. These short-term airborne emissions result from dust generated during grading, clearing, earth moving and gravel on unpaved roadways. Although most of the airborne dust will settle near the construction site, the smaller, finer particles could remain in the atmosphere indefinitely, thereby adding to the existing particulate levels of the Carpinteria area.

Stationary source emissions are also released into the atmosphere through natural gas combustion and at Santa Barbara County power plants. Power plant emissions are associated with any electrical requirements (power, lighting, etc.) that are anticipated for each proposed project under the Carpinteria General Plan.

Vehicular air pollutants emitted currently and through the year 2000, can be quantified by multiplying the anticipated vehicular usage rates by the appropriate emission factors. Table 6-2 provides an estimate of the mobile source emissions based on these factors.

TABLE 6-2
CARPINTERIA MOBILE SOURCE EMISSIONS^a
(Tons/Day)

<u>Primary Pollutant</u>	<u>Mobile Source Emissions 1986^b</u>	<u>Mobile Source Emissions 2000^c</u>
CO	23.8	21.9
HC	2.1	2.2
NOx	3.8	3.7
SOx	0.4	0.6
Particulates	0.6	0.8

a Emission factors from South Coast Air Quality Management District, Air Quality Handbook for Environmental Impact Reports, December 1983.

b Based on 160,000 1985 average trips generated per day. Ten mile average trip length.

c Based on 224,000 2000 average trips generated per day. Ten mile average trip length.

As shown in Table 6-2, mobile source emissions of hydrocarbons (HC), sulfur oxides (SOx), and total suspended particulates (TSP) would increase as the city's population grows. Some declines in pollutant levels are anticipated as pollutant controls on vehicles become more widespread.

Stationary source emission cannot be calculated on a citywide basis at this time. However, it is anticipated that natural gas combustion and power plant emissions will add to the cumulative emission load in the South Central Coast Air Basin.

6.5.1.3 Mitigation Measures

Measures to reduce project-related vehicular emissions are contingent upon reducing the total vehicle-miles travelled (VMT) by city residents. The following measures are recommended to reduce the VMT generated in the City of Carpinteria:

1. Promote ridesharing (i.e., carpools, vanpools, etc.) and public transit for future residential use through a project homeowners association.
2. Provide bicycle racks and storage facilities, especially in areas developed with high-density residential or recreational land uses.

Measures to reduce the amount of electricity and natural gas consumed at a specific project site would reduce the stationary source emissions. Such measures should be aimed at reducing electricity and natural gas consumed for space and water heating, which consume an estimated 50 percent and 15 percent, respectively, of total energy consumed in a household.¹ These measures are:

3. Future residential units should be preplumbed for fixture installation of solar water heaters, as practical. Such a system, if 65 percent efficient, would reduce onsite stationary source emissions by nearly 10 percent. It is recommended that appropriate accommodations for solar facilities be installed on residential units.
4. Buildings and window spaces for both residential and commercial land uses should be designed to maximize heat gain when the sun is at low angles (i.e., during the winter), thus reducing consumption of electricity and natural gas for space heating.
5. Thermal insulation that meets or exceeds standards established by the State of California should be installed to reduce heat loss in structures.

¹ Source: Energy in America's Future: The Choices Before Us, by Sam H. Schurr, et al., 1979.

6. As practical, additional passive or active solar energy systems should be incorporated into new construction design.

Although these measures would probably not reduce citywide emissions to a level not considered significant, they should be employed where practical to reduce the regional emissions load.

Measures to reduce the total amount of particulates generated during all project construction include:

7. Based on field measurements of suspended dust from construction projects, an approximate emission factor for construction operation is 1.2 tons of fugitive dust per acre of construction per month of activity (U.S. EPA, AP-42, 1977). Regular watering of graded areas and all unpaved roads on project sites can reduce fugitive dust emissions significantly.
8. Reduce grading activities during periods of high winds (greater than 15 mph).

6.5.2 Flood Control

6.5.2.1 Existing Conditions

For a complete description, see Chapter 4.0, Section 4.3.

6.5.2.2 Project Impacts

The Carpinteria General Plan would not result in increasing flood hazard impacts to residents within the city. The proposed Land Use Element, when compared to existing zoning, reflects only one change in land use patterns in the 100-year flood plain areas:

1. Existing agricultural zoned properties east of Carpinteria Creek, north of U.S. 101, are proposed in the Land Use Element for low-density residential use.

This area adjacent to the Carpinteria Creek is partially located in the 100-year flood zone. Recent improvements to the Carpinteria Creek have reduced the potential of flooding in this area.

6.5.2.3 Mitigation Measures

The following mitigation measures are aimed at protecting the community from flood hazards.

1. The city should require all new development to demonstrate how onsite drainage will be conveyed to the city's drainage (flood control) network. To the extent that offsite improvements are necessary, the city should require all new developments to finance the construction of the required offsite drainage (flood control) facilities.
2. Critical facilities should be discouraged from locating within the 100-year flood plain in the absence of mitigating engineering design. Noncritical facilities should be allowed to locate in potential flood plain areas only if the facilities are elevated or flood-proofed to the level of the 100-year flood.
3. Carpinteria should establish a drainage system that is integrated into the circulation system.
4. The city should require paved gutters and storm drain channelization in all roadways and future reconstruction of existing roadways.
5. Caltrans should be requested to review its facilities and roadways within the study area to determine the potential impact of expected floods, and should forward comments to the city. The Circulation Element of the General Plan and potential evacuation routes should be revised, if necessary, based on that analysis.
6. Adequate setbacks from flood control channels should be required providing access to maintain and enable proper operation of the channels.

6.5.3 Noise

6.5.3.1 Existing Conditions

For a complete description, see Chapter 4.0, Section 4.5.1.

6.5.3.2 Project Impacts

Significant adverse noise impacts are anticipated as a result of implementation of the Carpinteria General Plan. These impacts will be continual and incremental and will occur as Carpinteria continues to grow through the year 2000. Traffic will incrementally increase due to population growth and redistribution of density. New industries may relocate/establish themselves in the city generating noise related to traffic and operation of facilities. Future noise contours are depicted in Figure 4-8. The contours reflect projected increases in traffic volumes through the year 2000 and any increase in railroad use. By reviewing the Carpinteria Land Use Element, likely noise sources and the extent of adverse noise impacts can be estimated. The population impacted by continual noise within the 65 dB Ldn is expected to more than double from 2,575 persons to 5,444 persons, over the life of the General Plan.

As in existing conditions, the transportation system dominates as a "permanent" noise source with U.S. 101, major roadways and the Santa Fe Southern Pacific Railroad line as the primary sources. Intermittent noise related to construction activities will continue and are likely to increase into the future.

6.5.3.3 Mitigation Measures

In general, many noise impacts can be greatly reduced by locating noise-sensitive land uses away from noise sources. Typical noise-sensitive land uses include single- and multiple-family homes, medical care facilities, convalescent homes, schools, transient lodging (e.g., hotels, motels) and places of public assembly.

Also, the control of noise at the receiver isolates noise-sensitive uses from noise sources. Methods for noise control at receptors include locationing nonnoise-sensitive uses within the 60 dB Ldn, planning site layouts to block noise transmission,

incorporating design and construction techniques to insulate individual noise-sensitive buildings and redevelopment of noise impacted area, with noise compatible uses.

Other possible mitigation measures include:

- Acoustical Site Planning

- Increase the distance from noise source to receiver.
- Minimize wall surfaces that are oriented directly toward noise source.
- Cluster noise-sensitive development.

- Acoustical Architectural Design

- Reduce window-to-wall percentages (window area to wall size).
- Locate noise-sensitive rooms away from the noise source.
- Locate balconies on the sides of homes that are opposite the noise source.

- Acoustical Construction

- Construct walls with greater sound insulation capabilities.
- Minimize the area of windows that are oriented toward the noise source.
- Provide air conditioning, thus lessening the need to open windows for cool ventilation.
- Increase thickness of glass on windows.
- Install double-glazed windows.
- Install fixed pane windows.

- Barriers

- Construct earth berms or walls between the noise source and receptor to decrease noise transmission.

6.5.4 Land Use

6.5.4.1 Existing Conditions

The City of Carpinteria is located 80 miles northwest of Los Angeles and 10 miles southeast of Santa Barbara. The city is bisected by U.S. 101, which serves as the main artery for major cities located on the West Coast. Urban development is mainly confined within the Carpinteria city limits and several coastal neighborhoods to the west. The area surrounding the city (under Santa Barbara County and Ventura County jurisdiction) remains predominantly agricultural in use.

The Carpinteria planning area extends from the Los Padres National Forest, seaward, 2 miles south the Carpinteria mean high tide line. The western and eastern planning area borders are formed by Toro Canyon Creek and Rincon Creek, respectively. Of this area, 1,507 acres are currently incorporated (see Figure 1-2). Through a land use survey,¹ the existing land uses in the City of Carpinteria were identified. The categories of land uses were defined in prior Section 3.5. Of this incorporated area, nearly 36 percent is currently under low-density residential development² (refer to Table 6-3). The next most abundant land uses are multiple-family residential (15 percent) and vacant (13 percent); each of the other uses comprise less than 10 percent of the incorporated city.

In addition to incorporated Carpinteria, County of Santa Barbara unincorporated land is included in the total planning area. This land lies inland from the incorporated city and is primarily under greenhouse and other agricultural uses. The distribution of land uses, as shown on Figure 6-1, Existing Development Patterns, are summarized into the following patterns.

-
- 1 The land use survey was conducted by Michael Brandman Associates, Inc. in April 1985.
 - 2 Derived from planimetering properties identified in a land use survey conducted by Michael Brandman Associates in April 1985.

EXISTING DEVELOPMENT PATTERNS

LEGEND

-  CITY BOUNDARY
-  SINGLE FAMILY RESIDENTIAL
-  MULTIPLE FAMILY RESIDENTIAL
-  MOBILE HOMES
-  RECREATION
-  OFFICES, RESTAURANTS, TOURIST AND RETAIL COMMERCIAL
-  VACANT STRUCTURES
-  MUNICIPAL, UTILITY AND SCHOOLS
-  OTHER PUBLIC SERVICES CHURCHES AND CLUBS
-  AGRICULTURE
-  MOTELS
-  INDUSTRIAL
-  VACANT PROPERTY

CARPINTERIA GENERAL PLAN



FIGURE 6-1



TABLE 6-3

EXISTING LAND USE TOTALS (INCORPORATED CARPINTERIA)^a

<u>Land Use</u>	<u>Acres</u>	<u>Percent of Total City</u>
Low-Density Residential	540	35.8
Multiple-Family Residential	226	15.0
Commercial	129	8.6
Industrial	145	9.6
Public Facilities	131	8.7
Parks/Open Space	80	5.3
Agriculture	60	4.0
Vacant	<u>196</u>	<u>13.0</u>
Total	1,507	100.0

a Acreage totals were derived by planimetering each land use area identified in a land use survey. The survey was conducted by Michael Brandman Associates, Inc. in April, 1985.

- Low-Density Residential uses are distributed widely across the city. Primarily, these residences are in many concentrated locations inland from U.S. 101 and west of Carpinteria Creek. In addition, major portions of the city are in low-density residential south of U.S. 101: west of Arbol Verde Street and east of Carpinteria Creek; north and south of Carpinteria Avenue between Yucca Lane and Ash Avenue; south of Eighth Street in several blocks surrounding Main School; and, along either side of Vallecito Road. A major low-density residential area is also located inland from the city limits, east of Santa Monica Creek.
- Multiple-Family Residential uses are located in numerous locations, including north of U.S. 101: along Palmetto Way, extending to Birch Street within incorporated boundaries; surrounding Catlin Circle; south of Aragon Drive between Santa Ynez and Chaney Avenues; and west of the southbound U.S. 101 Carpinteria Avenue exit within city limits. Multiple-family residential is also located south of U.S. 101 in several isolated pockets. A major concentration is located along Carpinteria Beach, south of Dorrance Way between Ash and Linden Avenues.

Moreover, mobile home parks are located in several locations including areas north of U.S. 101: east of Palmetto Way (Vista de Santa Barbara); east of Carpinteria Creek (San Roque); and west of Craven Lane (Sandpiper). Mobile home parks south of U.S. 101 are located between Plum Street and Santa Monica Creek (Town and Country); east of Franklin Creek near the west end of Ninth Street (Arbor); and between Franklin Creek and Ash Avenue between Carpinteria Avenue and Third Street (Silver Sands).

- Commercial development is located primarily along Linden and Carpinteria avenues and U.S. 101. Specifically, older commercial uses border Carpinteria Avenue along the western city border. Additional commercial uses exist in the central city along Carpinteria Avenue between Reynolds Avenue and Maple Avenue. A newly developed commercial center is located at Carpinteria Avenue and Casitas Pass Road. Other major commercial is located along Linden Avenue from Carpinteria Avenue to Third Street, and along the north side of U.S. 101 at the western city limits.
- Industrial uses are located primarily in isolated areas along both sides of U.S. 101 in the eastern portions of the city.
- Public Facilities and Parks are located in isolated areas throughout the Carpinteria planning area and include the City Planning and Police Departments, Fire Department, wastewater treatment and other public facilities, schools, parks, beaches and other open space. The majority of public open space occurs in the form of Carpinteria State Beach Park, Carpinteria (City) Beach, El Estero Marsh and three major creeks.
- Agriculture, although, nearly nonexistent within city boundaries, is abundant within unincorporated areas of the Carpinteria planning area.
- Vacant properties are primarily located south of Carpinteria Avenue at El Estero Marsh between industrial uses in eastern city areas and in the northern unincorporated portions of the planning area.

Existing zoning is described in the Carpinteria Zoning Ordinance as, for example, Single-Family Residential (R-1), Planned Residential Development (PRD) or Planned Unit Development (PUD). When the land use survey¹ was conducted, however, the uses were grouped into major categories such as low-density or multiple-family residential, or industrial. Therefore, to compare acreages between existing zoning and existing land uses, the zoning designations were regrouped into those categories related to the land use survey. These new categories include low-density residential (0-4.6 dwelling units per acre or du/ac); multiple-family residential (4.7 du/ac to 20 du/ac); commercial, industrial, public facilities, parks/open space and agriculture. Acreages for "existing zoning" then, shown in Table 6-4 by the new categories.

1 April, 1985.

TABLE 6-4

**EXISTING CARPINTERIA LAND USE TOTALS PER CURRENT ZONING
(Within City Limits)**

<u>Land Use</u>	<u>Zones Included</u>	<u>Acreage</u>	<u>Percent of Total</u>
Low-Density Residential	R-1 ^a	357	23.7
Multiple-Family Residential	R-1 ^b , PRD, PUD, MHP	508	33.7
Commercial	CPD, CB	169	11.2
Industrial	M, M-RP, M-CD	212	14.1
Public Facility	CT, UT	123	8.1
Parks/Open Space	RES, REC	80	5.3
Agriculture	A	<u>58</u>	<u>3.9</u>
Total		1,507	100.0

a Includes R-1 zones of 7-R-1 up to 20-R-1.

b Includes R-1 zones of 4-R-1 to 6-R-1.

Existing low-density residential uses constitute 35.8 percent of existing development, while 23.7 acres are zoned for this use (please refer to Tables 6-3 and 6-4). Multiple family uses are developed over 15 percent of the city, whereas 33.7 percent is zoned for this use. The percentage of properties developed under commercial, industrial, public facilities, parks/open space and agriculture is nearly the same as the percentage of properties zoned for such use. The distribution of current development patterns is also similar to current zoning designations as shown in Figure 6-1 and Figure 6-2, Existing Zoning (a,b,c).

The Proposed Land Use Plan

The Land Use Plan designates uses of land, building intensities and land use interface criteria for future development. It has a direct relationship to nearly all of the other sections of the plan, most directly with the circulation section. It is normally the section most closely associated with the General Plan of a community. Land use, like all sections of the plan, contains: (1) goals, objectives and policies and (2) maps providing graphic display of land use, development overlays and other relevant information.

Through the adoption and use of this land use plan, the city will establish policies and programs promoting a balanced community of residential, commercial and employment opportunity uses. The existing conditions of this section describe a variety of land uses distributed throughout the planning area. The complexity of resolving many land use and interface issues has resulted in the formation of planning subareas (Figure 5-4). The subareas represent portions of the total planning area with generally common land uses and identifiable boundaries, such as U.S. 101.

The land use categories for the proposed plan and planning subareas are those defined in Section 3.5. A comparison of land distributions by existing land uses (per land use survey), existing zoning (as of August, 1985), and land uses proposed in this Element by subareas are given in Tables 5-2 through 5-7, as found in Chapter 5.0, Section 5.2.2.3, Planning Subareas.

Although the Land Use Element identifies total acreages (per planning area) by land use category, the element does not specifically designate which uses are permitted in each category. Rather, it generally defines the land use category as residential, commercial, or industrial, for example, and, perhaps, maximum densities. Therefore, the possibility exists, through the Carpinteria Zoning Ordinance, for mixed density and mixed use zones.

To accomplish the maximum residential land use density distribution as shown on the proposed Land Use Map (refer to Figure 2-1), it becomes necessary to redesignate some zones from nonresidential zone types to residential, and some residential to nonresidential zones.

6.5.4.2 Project Impacts

The proposed Land Use Element of the Carpinteria General Plan would not result in significant adverse land use impacts. The proposed land use designations, shown in Figure 2-1, are distributed similarly to existing development and zoning patterns. Proposed land use totals, as compared to existing development totals, as compared to existing development totals, are shown in Tables 6-5 and 6-6.



EXISTING ZONING (1 of 3)

ZONING SYMBOL	ZONING DISTRICT
7-R-1	R-1'
PRD	PRD
PUD	PUD
MHP	MHP
CPD	CPD
CB	CB
RES	RES
M	M
M-RP	M-RP
M-CD	M-CD
A-5	A
REC	REC
CF	CF
UT	UT
	RESIDENTIAL
	SINGLE FAMILY
	PLANNED RESIDENTIAL DEVELOPMENT
	PLANNED UNIT DEVELOPMENT
	MOBILE HOME PARK
	COMMERCIAL
	COMMERCIAL PLANNED DEVELOPMENT
	CENTRAL BUSINESS DISTRICT
	RESORT
	INDUSTRIAL
	GENERAL INDUSTRY
	RESEARCH/INDUSTRIAL PARK
	COASTAL DEPENDENT INDUSTRY
	OTHER
	AGRICULTURE
	RECREATION
	COMMUNITY FACILITY
	PUBLIC UTILITY

CARPINTERIA
GENERAL PLAN

FIGURE 6-2(a)

Michael Brandman Associates



EXISTING ZONING

(2 of 3)

LEGEND

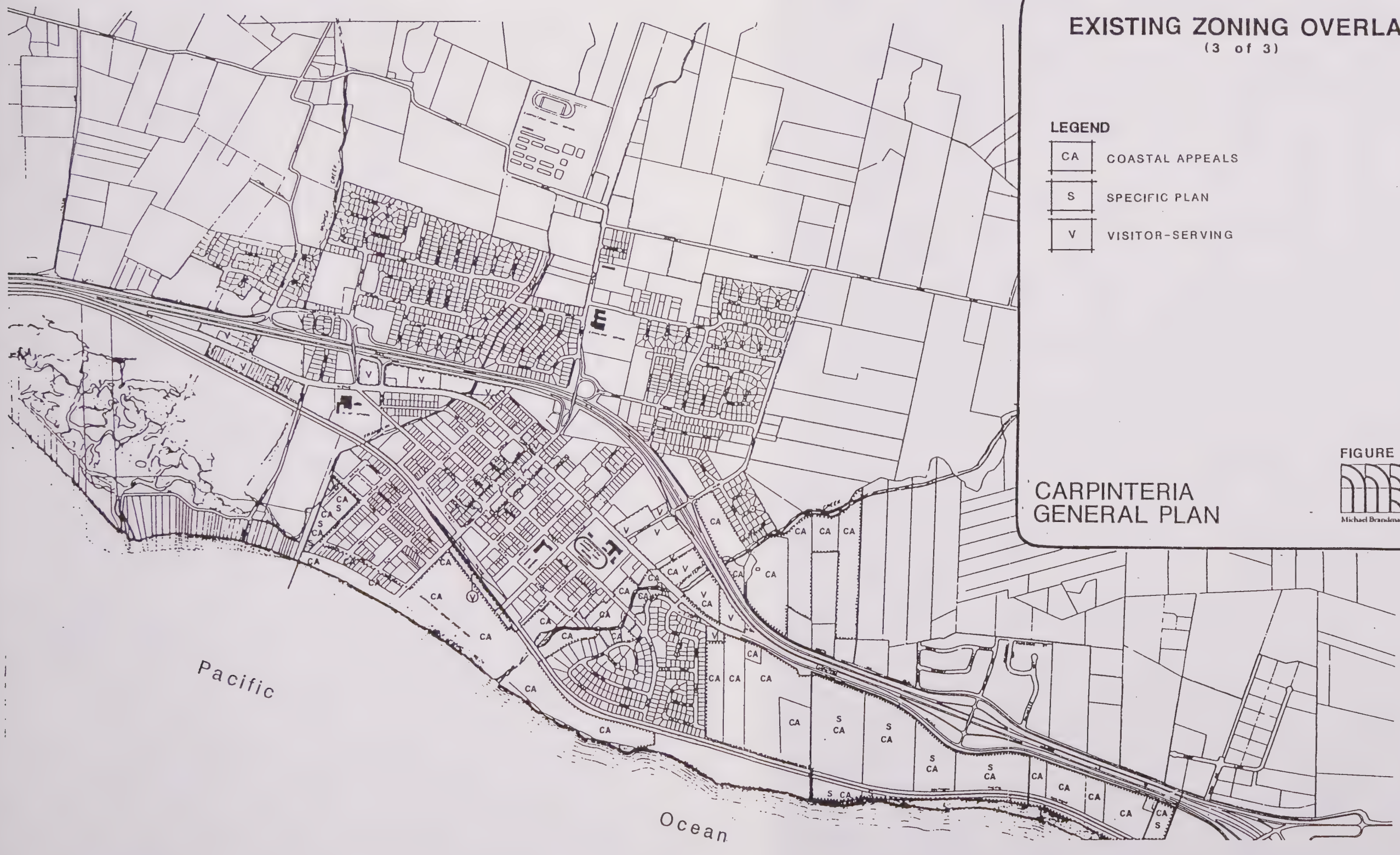
- ESH ENVIRONMENTALLY SENSITIVE HABITAT
- FH FLOOD HAZARD

CARPINTERIA
GENERAL PLAN

FIGURE 6-2(b)



Michael Brandman Associates



EXISTING ZONING OVERLAY

(3 of 3)

LEGEND

- | | |
|----|-----------------|
| CA | COASTAL APPEALS |
| S | SPECIFIC PLAN |
| V | VISITOR-SERVING |

CARPINTERIA
GENERAL PLAN

FIGURE 6-2(c)



Michael Brandman Associates

TABLE 6-5

PROPOSED LAND USE TOTALS PER LAND USE ELEMENT

<u>Land Use</u>	<u>Acreage</u>	<u>Percent of Total</u>
Low-Density Residential	514	31.2
Multiple-Family Residential	508	30.9
Commercial	163	10.0
Industrial	262	15.9
Public	106	6.4
Parks/Open Space	93	5.6
Agriculture	<u>0</u>	<u>0.0</u>
Total	1,646	100.0

The proposed Land Use Element, when compared to the existing zoning, shows the following acreage distributions:

TABLE 6-6

COMPARISON OF PROPOSED AND EXISTING LAND USES BY ACREAGE

<u>Land Use Category</u>	<u>Proposed Land Use</u>	<u>Existing Zoning</u>	<u>Total Change in Land Use</u>
Low-Density Residential	514	358	+157
Multiple-Family Residential	508	508	No change
Commercial	163	166	-3
Industrial	262	210	+52
Public Facilities	106	118	-12
Parks/Open Space	93	91	+2
Agriculture	<u>0</u>	<u>57</u>	<u>-57</u>
Total	1,646	1,508	139

In summary, the largest total land use changes proposed under the Land Use Element are:

1. An increase in low-density residential acreage.
2. An increase in industrial (primarily in land that currently lies outside the Carpinteria City limits).

Overall, the proposed land use distribution concentrates land uses somewhat more than current zoning and current development patterns, but would not result in significant adverse impacts to land use.

6.5.4.3 Mitigation Measures

No mitigation measures are required for land use, as no significant impacts are anticipated. However, the following measures are recommended.

1. The city should concentrate commercial-oriented land uses south of the U.S. 101 freeway along Carpinteria Avenue, west of Poplar Street and east of Santa Monica Creek. Commercial uses shall also be provided along Linden Avenue and that portion of land along the north side of the U.S. 101 freeway directly south of the low-density residential at Trestle Lane.
2. Carpinteria should protect existing low- and moderate-income housing opportunities by establishing housing rehabilitation programs for areas in need.
3. The city should review its land to identify those areas with unique landforms, aesthetic appeal, cultural or historical value or areas of traditionally recreational use. These areas, once identified, should be encouraged for recreation use.
4. The city should minimize impacts related to dissimilar land uses by requiring buffers or transition areas between such uses.

6.5.5 Transportation And Circulation

6.5.5.1 Existing Conditions

The following analysis is summarized from a traffic report prepared by Associated Transportation Engineers in July 1985. The complete traffic report is contained in Appendix 7.4.5.

Carpinteria is served by a network of roadways, bikeways, the Santa Barbara Metropolitan Transportation District and the Carpinteria Area Rapid Transit. The city is situated on the coastal shelf of Santa Barbara County and is considered the gateway to recreational beaches within the County. Recreational traffic is an important and often neglected element of transportation demand which must be served by the circulation system. As the population of the greater Southern California area increases, a greater number of people will seek the recreational opportunities along the coast, and thus create an additional demand for transportation system improvements. Following is a brief discussion of the existing street patterns and road widths.

State Highways

- U.S. 101 Freeway is the only freeway serving the City of Carpinteria. It serves as the principal intercity arterial highway connecting coastal cities between Los Angeles and San Francisco. In addition, it serves as an intracity arterial for trips which may originate and terminate at the various interchanges within the city. At the county line, U.S. 101 is six lanes wide to a point north¹ of the State Route 150 interchange, at which it reduces to four lanes, and continues this width northerly through the city. Interchanges are located at State Route 150, Bailard Avenue, Casitas Pass Road, Linden Avenue (access to and from the north only), Santa Monica Road (northbound ramps only), Seventh Street (southbound ramps only), and Carpinteria Avenue (southbound off-ramp only).
- State Route 150 is a two-lane rural state highway connecting Carpinteria with Lake Casitas and Ojai in Ventura County.
- State Route 192 is a two-lane rural state highway paralleling U.S. 101 along the foothills. It is the only continuous parallel route within the area, and provides access to agricultural land north of the city.

1 Directions on the freeway are given in north and south, coinciding with state signing practice, eventhough these directions are actually west and east, respectively.

- State Route 244 is a route connecting the freeway with the State Beach Park. Commencing at the U.S. 101/Casitas Pass Road interchange, it follows Casitas Pass Road to Carpinteria Avenue; Carpinteria Avenue to Palm Avenue; and Palm Avenue to the park entrance. State Route 244 also serves as a truck route to the freeway because of the existing industrial land uses located adjacent to the Southern Pacific Railroad near the State Park entrance. The Casitas Pass Road portion is four lanes wide (except over the freeway), with the remainder of the road two lanes wide.

Local Arterials

- Carpinteria Avenue is a two-lane arterial which parallels the freeway from the State Route 150 interchange on the east, passing through the central business district to the west end of the city. Left turn lanes are provided at a few intersections and traffic signals exist at Linden Avenue and Casitas Pass Road. It is the only continuous street running through the city on the south side of the freeway.
- Via Real is a two-lane arterial street which parallels the freeway as a frontage road. There are three discontinuous sections of Via Real, from State Route 150 to Carpinteria Creek, from Casitas Pass Road to Vallecito Road and from Santa Ynez Avenue to the city boundary.
- Santa Monica Road is a two-lane road connecting Via Real with State Route 192. Presently existing on a substandard alignment, it serves the agricultural land uses north of the city.
- Santa Ynez Avenue is a two-lane road connecting Carpinteria Avenue with Via Real via an overcrossing of U.S. 101. Santa Ynez Avenue also serves the residential areas north of the freeway.
- Linden Avenue is a two-lane arterial running from the beach, to State Route 192. It is the primary north-south arterial running through the city, however its access to U.S. 101 is limited to a southbound off-ramp and a northbound on-ramp to the freeway. Turn lanes exist at several intersections south of the freeway, a traffic signal exists at Carpinteria Avenue.
- Casitas Pass Road is a two-lane arterial running from State Route 192 southerly to U.S. 101 and a four-lane State Highway to Carpinteria Avenue. A diamond interchange at the freeway provides full access to the freeway.
- Bailard Avenue is a four-lane arterial running from the northern city boundary to the U.S. 101 freeway, which crosses a two-lane overcrossing. A diamond interchange provides full access to the freeway. Bailard Avenue serves as the principal access for the surrounding residential area.
- Mark Avenue is a four-lane arterial running from the northern city boundary to Via Real. It primarily serves an industrial area north of the freeway.

Traffic Volumes and Levels of Service

Roadways on which traffic count information was available were analyzed relative to their volume-capacity ratios and the level of service of traffic operation. Figure 6-3, Existing Traffic Volumes and Figure 6-4, Existing Levels of Service, contain traffic volumes and levels of service estimated for the various streets in the city. This technique is the standard method for identifying street deficiencies, and reflects the ability of the street section to accommodate expected traffic volumes.

The term "level of service" is used to describe the quality or ease of traffic movement for operating conditions that may occur on a roadway or intersection as it accommodates various traffic volumes. Level of service provides an overall qualitative measure of the effect of a range of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety and operating costs.¹ There are six levels of service, "A" through "F," that relate to driving conditions. The characteristics of traffic flow on a roadway for these various levels of service are summarized in Table 6-7.

The range of 24-hour traffic volumes for the various levels of service were determined for two- and four-lane streets, and for four- and six-lane freeways. These volumes are shown on Table 6-8.

It should be noted that the levels of service estimated in Table 6-9 do not specifically consider additional turn lanes at intersections, which can have a significant effect on improving traffic operations. For short street segments, such as Linden Avenue south of Carpinteria Avenue or Via Real west of Santa Ynez Avenue, the level of service perceived to exist may be higher than described here, because the lower speeds and restricted maneuverability are not generally a problem on such streets.

1 Highway Capacity Manual, Highway Research Board Special Report 87, National Academy of Sciences-National Research Council, 1965.

TABLE 6-7

LEVEL OF SERVICE DESCRIPTIONS
EXISTING CARPINTERIA GENERAL PLAN CIRCULATION ELEMENT

<u>Level of Service A</u>	Free flow conditions Low volumes Unrestricted operating speeds Uninterrupted flow No restriction on maneuverability Little or no delays
<u>Level of Service B</u>	Stable flow condition Operating speeds beginning to be restricted Design level for rural conditions
<u>Level of Service C</u>	Stable flow but speed and maneuverability restricted by higher traffic volumes Satisfactory operating speed for urban conditions
<u>Level of Service D</u>	Approaching unstable flow Tolerable speeds maintained, delays at traffic signals Temporary restrictions Little freedom to maneuver
<u>Level of Service E</u> (Capacity)	Low operating speed Volumes at or near capacity Unstable flow Momentary stoppages, extensive delay at traffic signals
<u>Level of Service F</u>	Forced flow conditions Very low speeds Frequent stoppages for short or long periods because of downstream congestion



EXISTING TRAFFIC VOLUMES

LEGEND



TRAFFIC COUNTS

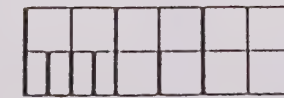


PROPOSED CIRCULATION CHANGES

CARPINTERIA GENERAL PLAN



North



0 1000 2000 FEET

FIGURE 6-3



Michael Brandman Associates



EXISTING LEVELS OF SERVICE

LEGEND

	A
	B
	C
	D
	E

ABOVE BASED ON ALL ARTERIALS AS
4 LANE ROADS, FREEWAY AS 8 LANES.
(NOTE- A 6 LANE FREEWAY WILL BE AT
LEVEL 'F' FOR ALL SEGMENTS

CARPINTERIA GENERAL PLAN

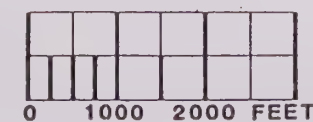


FIGURE 6-4



Michael Brandman Associates

TABLE 6-8

LEVEL OF SERVICE EVALUATION CRITERIA

Level of Service	Surface Street		Freeway	
	2-Lane ADT	4-Lane ADT	4-Lane ADT	6-Lane ADT
A	6,700	13,400	23,300	40,000
B	7,700	15,400	33,300	58,300
C	8,500	17,000	41,700	66,700
D	9,700	19,400	50,000	75,000
E	9,700	19,400	50,000	75,000

The streets and highways listed in Table 6-9 are presently at levels of service below LOS "A" (refer to Figures 6-3 and 6-4).

TABLE 6-9

EXISTING LEVELS OF SERVICE

<u>Location</u>	<u>Lanes</u>	<u>Level of Service</u>
U.S. 101 Freeway	4	D
Between S.R. 150 and the western city limits	6	B
Carpinteria Avenue		
Between Casitas Pass Road and Holly Avenue	2	E
Between Holly Avenue and Santa Ynez Avenue	2	D
Between Casitas Pass Road and Carpinteria Creek	2	B
Linden Avenue		
Between Carpinteria Avenue and Eighth Street	2	E
Between Seventh Street and Eighth Street	2	D
Between Carpinteria Avenue and Sawyer Avenue	2	D
Between Sixth Street and Seventh Street	2	C
Between Sawyer Avenue and Ogan Road	2	C
Between Ogan Road and Malibu Drive	2	B
Via Real		
Between Santa Monica Road & Santa Ynez Avenue	2	E
Santa Ynez Avenue		
Between Via Real and Carpinteria Avenue	2	D
Casitas Pass Road		
Between Carpinteria Avenue and U.S. 101	4	B
Between U.S. 101 Southbound and Northbound ramps	2	D

Intersection levels of service play a greater role in determining street performance than do the capacities of the roadway sections. This is because intersections usually create the greatest delays and they are more objectionable to drivers. Studies of intersections in the Carpinteria area that involve the above-mentioned streets indicate that the levels of service in Table 6-10 presently exist:

TABLE 6-10
EXISTING INTERSECTION LEVELS OF SERVICE

<u>Intersection</u>	<u>Control Type</u>	<u>Level of Service</u>
Carpinteria Avenue/Linden Avenue	Signal	C
Carpinteria Avenue/Casitas Pass Road	Signal	B-C
Carpinteria Avenue/Palm Avenue	1-Way Stop	C
Casitas Pass Road/U.S. 101 SB Ramps	3-Way Stop	C
Casitas Pass Road/U.S. 101 NB Ramps	4-Way Stop	B-C
Santa Monica Road/Via Real	4-Way Stop	B
Carpinteria Avenue/Santa Ynez Avenue	4-Way Stop	B
Santa Ynez Avenue/Via Real	3-Way Stop	B
Linden Avenue/Seventh Street	4-Way Stop	A-B

This data indicate that while the street sections do not allow for unrestricted traffic movement, delays at the principal intersections are presently in the acceptable range in all cases. It is noted, however, that relatively small increases in traffic volumes may degrade existing "C" levels of service to unacceptable levels, triggering the need for intersection control or geometric improvements.

Existing Public Concerns

There are two areas of concern which have been raised in public hearings for the subject matter. One is the lack of through connections (collector or arterial streets) between the east and west portions of the city, north of the freeway. There is no continuous collector street between Santa Monica Road on the west, and Casitas Pass Road on the east, and there is no connection between Casitas Pass Road and the Bailard Avenue area. This has the effect of focusing traffic on either the freeway or on Carpinteria Avenue, both of which are nearing capacity traffic flows.

A second expressed concern revolves around the lack of freeway access from Linden Avenue to U.S. 101 headed to or from the south, and the resulting effect of focusing traffic on Carpinteria Avenue between the Center of town and Casitas Pass Road.

6.5.5.2 Project Impacts

The proposed improvements to the circulation system are expected to provide a significant beneficial impact to the Carpinteria transportation and circulation system. However, a significant adverse impact related to freeway access is likely to occur as a result of General Plan implementation and is discussed later under "Freeway Access" in this section. The proposal will result in improvements in existing Levels of Service (LOS).¹ In general, the proposed circulation changes as shown in Figure 5-5, as found in Section 5.3.3.1, are a means to alleviate existing congestion and circulation inefficiencies and a means to accommodate traffic needs for proposed land uses. These changes are described below in terms of roadway designations and alignment, freeway access and public transportation.

- Changes in Roadway Designations: Existing and proposed roadway designations in Carpinteria are "freeway", "major arterial", "secondary arterial", "industrial/commercial collector", "residential collector", and "local" (defined in Appendix 7.4.5). Proposed roadway designation changes are given in Table 6-11.

In general, all of the identified roadways (or portions thereof) would be "upgraded" from, for instance, local to arterial or collector to arterial.

- Changes in Roadway Alignments: Roadways that have been proposed for realignment or for a connection between discontinuous portions include Santa Monica Road, Via Real, and El Carro Lane (please refer to Figure 5-5). These alignments and connections will provide the beneficial impacts of: (1) providing a continuous and efficient traffic flow; and (2) supplying alternate roadways built to accommodate an anticipated traffic flow (as opposed to letting traffic find routes through otherwise local or inconvenient routes).
- Freeway Access: A new system of U.S. 101 on- and off-ramps is proposed under the Circulation Plan at Casitas Pass Road, Linden Avenue, Reynolds Avenue (please refer to Figure 5-5) and Rincon Road. Again, these improvements will result in generally beneficial impacts by providing more convenient traffic flow in the vicinity where existing on- and off-ramps exist. However, the proposed on/off-ramp at Linden Avenue will require the removal of existing residences north of U.S. 101, which is considered a significant adverse impact.

1 Level of service is defined in the Circulation Technical Appendix.

TABLE 6-11 (continued)

<u>Roadway Segment</u>	<u>Between</u>	<u>Existing Designations</u>	<u>Proposed Designation</u>
Eighth Street/ Calle Ocho	Westerly end and easterly end	Residential collector (portions)	Residential collector (entirety)
Holly Avenue	Carpinteria Avenue and Seventh Street	Local	Residential collector
Ash Avenue	Seventh Street and Sandyland Avenue	Local	Residential collector
Sandyland Avenue	Entire length	Local	Residential collector
Yucca Lane, Cactus Lane, Juniper Place, Cedar, Citrus, Walnut Avenue, Willow Place	Entire length	Industrial/commercial collector	Local
Ninth Street	Linden Avenue and Cactus Lane	Industrial/commercial collector	Local

- Public Transportation: The implementation of the draft General Plan will not result in any significant impacts related to public transportation (refer to the Circulation Technical Appendix for a description of public transportation facilities). The proposed element encourages public transportation but does not specifically designate use of municipal funds or community property for such use.
- Level of Service (LOS): Overall, the proposed circulation improvements to the system will have a beneficial impact upon existing LOS as shown in Table 6-12.

6.5.5.3 Mitigation Measures

To mitigate the removal of residences as a result of a proposed freeway on ramp at Linden Avenue, the City of Carpinteria will be required to make all reasonable efforts to see that all persons displaced are relocated to suitable locations. All relocation activity shall be conducted in compliance with California Relocation Assistance Law (Government Code, Section 7260 et seq.) and the state guidelines thereto.

TABLE 6-12

ESTIMATED LEVELS OF SERVICE FOR EXISTING AND PROPOSED CIRCULATION

<u>Location</u>	<u>Existing Lanes</u>	<u>Existing LOS</u>	<u>Proposed Lanes</u>	<u>Proposed LOS</u>
U.S. 101 Freeway				
Between S.R. 105 and westerly city limits	4	D	8	D
Between county line and S.R. 150	6	B	8	C
Carpinteria Avenue				
Between Casitas Pass Rd. and Holly Ave.	2	E	4	E,C
Between Holly Ave. and Santa Ynez Ave.	2	D	4	B,A
Between Casitas Pass Rd. and Carpinteria Ck.	2	B	4	A
Linden Avenue				
Between Carpinteria Ave. and Eighth St.	2	E	4	D
Between Seventh St. and Eighth St.	2	D	4	C
Between Carpinteria Ave. and Sawyer Ave.	2	D	4	E
Between Sixth St. and Seventh St.	2	C	4	B
Between Sawyer Ave. and Ogan Rd.	2	C	4	E,C
Between Ogan Rd. and Malibu Dr.	2	B	4	A
Via Real				
Between Santa Monica Rd. and Santa Ynez Ave.	2	E	4	A
Santa Ynez Avenue				
Between Via Real and Carpinteria Ave.	2	D	4	A
Casitas Pass Road				
Between Carpinteria Ave. and U.S. 101	4	B	4	D
Between U.S. 101 Southbound and Northbound Ramps	2	D	4	C

The following mitigation measures are recommended to improve circulation within the City of Carpinteria.

1. Carpinteria should explore funding sources to upgrade and improve existing roadways and sidewalks to provide safe and convenient traffic flow.
2. The City should provide a variety of public transit modes and schedules to coordinate with those of adjacent cities and to meet seasonal tourist needs.
3. The city should ensure that adequate parking is provided for each new development through the development review process.
4. Carpinteria should require paved gutters and storm drain channelization in all existing and future roadways.

6.5.6 Housing And Population

6.5.6.1 Existing Conditions

Existing housing conditions are summarized from the Carpinteria General Plan Housing Element, adopted in 1981 as part of the Carpinteria Local Coastal Plan (LCP). Existing population is described below in terms of location, distribution, density and growth rate.

Housing

Housing is described below in terms of type, vacancy rate and tenure, household size, rental rates, purchase price and housing sites.

- Housing Type: Approximately 4,365 housing units exist in Carpinteria, of which 43 percent are single-family dwellings, 11 percent are duplex through fourplex units, 31 percent are in apartments of five or more units, and 14 percent are mobile homes. As shown in Table 6-13, the proportion of multiple housing (5 or more units) has increased from 24 percent in 1975 to 31 percent in 1980, while single-family units have declined from 47 percent to 43 percent of the city's housing stock.

TABLE 6-13

CITY OF CARPINTERIA
HOUSING STOCK 1975 AND 1980

<u>Type of Dwelling Unit</u>	<u>1975^a</u>		<u>1980^b</u>	
	<u>Number of Units</u>	<u>Percent of Total</u>	<u>Number of Units</u>	<u>Percent of Total</u>
Single-family	1,815	47	1,873	43
2-4 units	459	12	488	11
5+ units	<u>936</u>	<u>24</u>	<u>1,367</u>	<u>31</u>
Subtotal	3,210		3,728	
Trailers	588	15	582	14
Other	<u>39</u>	<u>1</u>	<u>55^c</u>	<u>1</u>
Total	3,837	100	4,365	100

a Source: 1975 Special Census.

b Source: City of Carpinteria Planning Department.

c Labor Camp, hotel/motel units held as permanent residence.

TABLE 6-11

PROPOSED CHANGES IN ROADWAY DESIGNATIONS

<u>Roadway Segment</u>	<u>Between</u>	<u>Existing Designations (per General Plan)</u>	<u>Proposed Designation</u>
Foothill Road	Craven Lane and Casitas Pass Road	Local	Major arterial
Via Real	Santa Monica Road and Santa Ynez Avenue	Local	Major arterial
Santa Ynez Avenue	Via Real and Carpinteria Avenue	Residential collector	Major arterial
Casitas Pass Road	Foothill Road and Carpinteria Avenue	Secondary arterial	Major arterial
State Highway 150	Carpinteria Avenue and Camino Carreta	Outside city limits (no designation)	Major arterial
Craven Lane	Foothill Road and Via Real	Outside city limits (no designation)	Secondary arterial
Santa Monica Road	Foothill Road and Via Real	Local	Secondary arterial
Via Real	Craven Road and Santa Monica Road	Residential collector	Secondary arterial
Via Real	Casitas Pass Road and proposed easterly city limits	Residential collector (portions)	Secondary arterial (continuous)
Bailard Avenue	Northerly limit to U.S. 101	Residential collector	Secondary arterial
Mark Avenue	Entire length	Industrial collector	Secondary arterial
Sixth Street	Linden Avenue and Palm Avenue	Industrial collector (portions)	Industrial collector (entirety)
Jay Street	Northerly end to El Carro Lane	Local	Residential collector
Camino Trillado	El Carro Lane and Ogan Road	Local	Residential collector
Ogan Road	Camino Trillado and Casitas Pass Road	Local	Residential collector

The 1975 census indicated that 8.7 percent, or 374 units, of the total number of units in the Carpinteria Valley were seasonal. (This area includes census tracts 16.01, 16.02, and 17). Due to the tight housing market, the number of seasonal units have probably declined since 1975. This was also confirmed by local realty representatives on the housing advisory group.

- Vacancy Rate and Tenure: An extremely low vacancy rate prevails in the city. An April 1980 vacancy survey counted only four vacant dwelling units, less than 0.1 percent of Carpinteria's housing stock.¹ This compares to 0.7 percent for the City of Santa Barbara and 1.3 percent for the county as a whole.

A vacancy rate this low points up a serious housing shortage in relation to demand. Problems include limited choice, high prices, the renting of illegal units, and the loss of affordable housing.

Dwelling unit occupancy by tenure for the city as a whole was nearly evenly split between owners and renters according to the 1975 special census. Approximately 56 percent of the occupied units were owned and 44 percent were rented. That ratio of owners to renters was the same as the county average.

The ratio of renters to owners varies considerably between the areas to the north and south of the freeway. Owners occupied 76 percent of the units north of the freeway but only 33 percent of the units south of the freeway. It should be noted that most of the units north of the freeway are single-family houses and most of the units south of the freeway are multiple units. Examination of current ownership patterns on the County Assessor's roll indicated that owner occupancy is currently lower than in 1975 for the area north of the freeway.

- Household Size: According to the 1975 Special Census, the average number of persons per household in the county was 2.7. The average for the City of Carpinteria was similar at 2.78 persons per household. The average number of persons per household in single-family dwellings was 3.33; for duplex through fourplex dwellings, 2.52; for apartment buildings of five or more units, 2.39; and for mobile homes, 1.79. In 1975, the majority of owner occupied residences consisted of a household size of either two persons (22.4 percent), or one person (10.1 percent). The majority of renter occupied residences was also two persons (22.4 percent). Renter occupied residences were also high for three person households (9.2 percent), and one person households (9.1 percent). Both owner and renter occupied households for residences of three, or more, persons were lower than 10 percent.
- Rental Rates: The median rent in Carpinteria in 1975 was around \$200 per month.² By mid-1977, the median had advanced to \$280 or \$300 per month.³ By mid-1980, rents for houses and apartments advertised in the Carpinteria Herald and Santa Barbara News Press had about doubled from the 1975 level. One bedroom apartments rented for \$225 to \$425 per month, two bedroom

1 Santa Barbara SMSA Housing Vacancy Survey. Federal Home Loan Bank of San Francisco. Survey conducted April 1980. Publication date, August 1980.
2 1975 Santa Barbara Special Census.
3 City of Carpinteria, Housing Coordinator.

apartments rented for \$350 to \$550 per month, and three bedroom apartments and houses rented for \$375 to more than \$700 per month.

- Purchase Price: The purchase price of single-family homes and condominiums has increased faster than rents, about a 300 percent increase since 1975.¹ The 1979 median price of a single-family home was \$110,000.

A mean home price alone is not an indication of affordability, as any given mean may be derived from a range of very low to very high priced homes or it may be derived from prices which cluster closely about it. The 25th percentile house price, or the price of the home which was 1/4 of the way up the range from least to most expensive, represents a truer indication of actual market prices for first home purchasers. North of the freeway, the 25th percentile home sold for \$94,000 in 1979, and south of the freeway, \$79,000.²

Condominiums have been less expensive than single-family houses. The mean condominium sale price in 1979 was \$90,000, 74 percent of the mean single-family house price.³ This gap, however, has closed every year since 1975 when the mean condominium price of \$26,000 was 54 percent of the mean house price. Condominiums usually represent the lowest price ownership opportunities and only one unit in Carpinteria sold through the multiple listing service for less than \$50,000 in 1979.

- Housing Sites: Potential for additional housing in the city exists through three mechanisms:
 1. New construction on vacant land which is zoned for residential use.
 2. Buildout on existing parcels which are not developed to the full extent allowed by zoning.
 3. Conversion of existing buildings to create more housing units when permitted under existing zoning. An example is conversion of a large single-family house on a lot zoned for multiple residential use into a number of apartments.

According to the city's adopted Coastal Plan, an additional 1,049 housing units could theoretically be constructed within the city's existing boundaries (Table 6-13). This number is theoretical in nature because it represents a maximum number of housing units that could be built under ideal circumstances; it does not reflect any constraints on development such as topographic features or geologic hazards (e.g., steep slopes, unstable soils, flood or other hazards). Of the theoretical 1,049 potential additional units, an estimated 574 to 722 units could be constructed on land that is currently vacant in the city. Extending this estimate to include areas within the city's defined urban/rural boundary, the range of potential residences would be from 600 to 800 units.

1 Data from Santa Barbara County Board of Realtors Multiple Listing Service.
2 Data from State Chartered Savings and Loan Disclosures.
3 Data from Santa Barbara County Board of Realtors Multiple Listing Service.

TABLE 6-13

CITY OF CARPINTERIA — BUILDOUT UNDER THE LAND USE PLAN

Land Use Designation	Existing Units	Potential Additional Units	Potential Conversions	Potential Buildout ^a	Potential Buildout as % of Existing Units
2,180 sq. ft. or more	1,929	217	603	2,749	143.0
3,500 sq. ft. or more	835	191	49	1,075	140.0
7,000 sq. ft. or more	1,471	204	0	1,675	116.0
20,000 sq. ft. or more	11	1	0	12	109.0
AG	2	3	0	5	250.0
Other	110	0	0	110	100.0
Planned Unit Development	<u>0</u>	<u>433</u>	<u>0</u>	<u>433</u>	<u>0.0</u>
Total	4,358	1,049	652	6,059	142.0

a Potential buildout = existing units + potential additional units + potential conversions.

Source: City of Carpinteria Coastal Plan.

Population

- Location and Distribution of Population: The permanent population in Carpinteria is associated with the location and distribution of housing. The existing residential development (please see Figure 6-1) is distributed throughout Carpinteria, although predominantly located in the central and western portions of the city. In these portions, most housing is located north of U.S. 101 and west of Carpinteria Creek to the city limits. Other areas of high residential concentrations are: (1) south of U.S. 101 immediately east of Carpinteria Creek; (2) south of U.S. 101 in several blocks surrounding Linden Avenue commercial; and (3) north of U.S. 101 at Bailard Avenue.

Existing residential zoning designations are distributed in much the same way as existing development patterns. Thus, where residential concentrations are discussed above, the underlying zoning is also residential in nature. Only one major exception can be found: south of U.S. 101 at Bailard Avenue. Large parcels, which are currently zoned for residential uses, remain vacant (these parcels are locally referred to as "the bluffs").

- Density: A description of population by location and distribution is not complete without also considering the density. Density is described in terms of dwelling units per acre, or du/ac.

Existing development patterns are shown on Figure 6-1. Residential uses are designated as either single family residential (0 to 4.6 du/ac), multiple family residential (4.7 du/ac to 20 du/ac) or mobile homes. Existing zoning, on the other hand, categorizes residential uses into finer increments such as R-1

(single family) permitting from 0.3 du/ac to 8.2 du/ac, PRD (Planned Residential Development) permitting 0.1 to 20 du/ac, PUD (Planned Unit Development District) which allows for various densities based upon performance standards and MHP (Mobile Home Park Planned Development District). Distribution of density by zone is shown on Figure 6-2 (Existing Zoning Designations). (Existing housing is further described in the General Plan Housing Element.)

To provide a comparison between existing development patterns (per land use survey) and existing zoning designations, comparative categories were created to combine, for example, mobile homes from the land use survey into a multiple-family residential category. PRD and PUD zones were both combined into multiple-family residential as well. This comparison is given by planning subareas in Tables 6-5 and 6-6 in Section 5.4 (Land Use).

- o Growth Rate: Population increases within Carpinteria depend upon a variety of factors, such as availability of housing and employment, and aesthetic value. The growth rate in Carpinteria reflects a 6 to 7 percent population increase per year between 1970 and 1975.¹ Between 1980 and 1985, the population increased by 565 persons, or approximately 1 percent growth rate per year, over the 5-year period.

6.5.6.2 Project Impacts

The adoption of the Carpinteria General Plan is not expected to result in any significant adverse impacts related to housing and population. While a population increase of approximately 5,000 persons is anticipated over the next 15 years, the location, distribution and density will not be significantly different than would occur under existing zoning or development patterns.

The annual growth rate anticipated under the General Plan between the years 1985 and 2000 will be approximately 3 percent (for a 300 to 350 person per year increase). This growth rate is not considered to be significant if the programs contained in the General Plan are implemented.

In addition, the proposed General Plan would not be expected to significantly alter current housing patterns or demand. The Land Use Element plan does not vary from existing zoning patterns and densities to a significant extent; thus, the market will continue to dictate the timing and cost of housing in Carpinteria.

1 City of Carpinteria. Draft Carpinteria General Plan, Housing Element.

6.5.6.3 Mitigation Measures

If the Carpinteria General Plan is adopted, no significant population or housing impacts are anticipated to occur; therefore, no mitigation measures are required. However, the following housing mitigation measures are recommended to enhance the housing stock in the city:

1. The city should meet the housing needs of the community by acquiring available state and local funds for housing programs.
2. Carpinteria should alleviate the special housing needs of the low income households, the disabled, and the elderly.
3. The city should pursue to increase the number of affordable housing units for low and moderate income households.
4. The city should preserve and protect the community's housing stock through rehabilitation and revitalization programs.
5. The city should balance the growth of new housing units with commercial and industrial growth which is currently designated in the city's land use plan.

6.5.7 Public Facilities and Services - Water Resources

6.5.7.1 Existing Conditions

For existing conditions, see Chapter 5.0, Section 5.5.2.

6.5.7.2 Project Impacts

Adoption of the Carpinteria General Plan would result in significant adverse impacts on the regional demand for water. The Plan proposes potential development (e.g., residential, commercial and industrial) that exceeds existing water availability in the city (refer to Chapter 5.0, Section 5.5.2 for further discussion). However, deficient water supply is an existing problem in Carpinteria; adoption of the General Plan constitutes an incremental impact to an already existing problem.

6.5.7.3 Mitigation Measures

A 10 to 15 percent reduction in water use for individual development projects can be achieved through the implementation of the following project specific mitigation measures:

1. Install low-flush toilet, shower and faucet fixtures into each new development.
2. All passive landscaping shall be of a low water demand and drought resistant in nature.
3. Automatic landscaping irrigation systems with timeclocks and/or moisture sensors should be incorporated into each new development.

Implementation of the above measures will help reduce the potential future water demand in the city; however, they would not mitigate long-term impacts. In order to achieve long-term mitigation of this impact, the city and all other governmental agencies must develop new sources of water. Examples of measures which would achieve this include:

4. The City of Carpinteria should develop a resource management program through which the city's uncommitted water surplus can be allocated for priority uses.
5. The city should require retrofitting of existing water lines, pipes, faucets and other plumbing fixtures to amount to one-half of the need that will be generated by a new development proposal. The retrofit can be met through fees which the city can utilize to either develop new water sources or retrofit other areas in the city of need.
6. Prior to issuance of a development permit, the city should make the finding, based on information provided by the applicant that adequate services and resources (i.e., water, sewer, etc.) are available to serve the proposed development. The applicant should assume full responsibility for costs incurred in service extensions or improvements that are required as a result of the proposed project. Lack of available services or resources shall be grounds in the density otherwise indicated in the land use plan.
7. The city should encourage regional, state and federal agencies to provide adequate funding for the development of additional imported water sources.

6.5.8 Public Facilities and Services – Wastewater Service

6.5.8.1 Existing Conditions

For complete descriptions, see Chapter 5.0, Section 5.5.3.

6.5.8.2 Project Impacts

The Carpinteria General Plan, if adopted, will not result in significant adverse impacts. Sewer service is expected to reach capacity at a total Carpinteria population of 18,500 at current levels of use. The draft General Plan projects a population total of 16,100(±) thus leaving sewer service availability to accommodate an additional 2,400(±) persons.

6.5.8.3 Mitigation Measures

Mitigation measures are not required related to sewer service, as no significant adverse impacts are anticipated upon adoption of the Carpinteria General Plan.

6.5.9 Public Facilities and Services – Police Protection

6.5.9.1 Existing Conditions

For complete description, see Chapter 5.0, Section 5.5.4.

6.5.9.2 Project Impacts

The adoption of the Carpinteria General Plan may result in incremental adverse impacts related to police staffing during the summer tourist season. However, this is an existing problem with police protection and, therefore, the incremental impact is not anticipated to be significant.

6.5.9.3 Mitigation Measures

1. Carpinteria should establish a program to ensure that adequate police manpower and equipment are available as the population increases, particularly during the tourist (summer) season.

6.5.10 Public Facilities and Services – Fire Protection

6.5.10.1 Existing Conditions

For a complete description, see Chapter 5.0, Section 5.5.5.

6.5.10.2 Project Impacts

Adoption and implementation of the Carpinteria General Plan could potentially result in significant adverse impacts related to competition for availability of water pressure and adequacy of fire equipment. Two fire hydrant pressure zones exist in Carpinteria: one south of Sandyland from City Hall to the westerly city limit and a second which includes the remainder of the city. As growth continues, those areas within the low fire hydrant water pressure area may be subject to greater fire hazard as the lower pressure makes efficient fire response increasingly difficult.

A second potential adverse impact that could occur under adoption of the General Plan relates to fire equipment. If, under the plan, structural height limits exceed the current 30-foot restriction, existing types of fire equipment would not be effective tools to respond efficiently to a fire emergency. The additional height would require either the use of a ladder truck or 3-D fire fighting equipment.

No other significant adverse impacts are anticipated since expansion of fire district manpower and equipment occurs coincidentally with population growth and fire protection needs. In addition, water for fire protection is included, and required, along with provision of water for development. Thus, water permits are not issued unless provision of all needed water (including that for fire protection) is assured.

6.5.10.3 Mitigation Measures

Mitigation measures for impacts related to the availability of water pressure and adequacy of fire equipment are described below.

1. Carpinteria should provide a program to retrofit existing structures, south of U.S. 101, with pressure regulators to ensure adequate fire hydrant water pressure.

2. The city should require all new construction to install automatic sprinkler systems.
3. If Carpinteria increases building heights beyond three stories, the city should provide either a ladder truck or 3-D firefighting tool in the Carpinteria Fire District's equipment.

Additional measures are recommended to provide more efficient fire protection services to the community.

1. The Carpinteria-Summerland Fire Protection District should establish and maintain an inspection program to identify fire hazards within their jurisdiction.
2. The city should prepare a Fire Prevention Program to reduce the extent of damage resulting from fire. Such a program would include reduction of fuel loading in wildland areas, inspection and abatement of hazardous conditions in and around structures, providing a bi-annual inspection of commercial and/or public buildings (1979 Fire Code).
3. Public awareness of fire safety and hazards should be raised by presenting programs to school groups and interested community groups, and by broadcasting public service announcements on radio and TV.
4. The city's long-term budgeting program should include improvements to the road and street system in areas subject to fire, in order to improve access for emergency vehicles.

6.5.11 Public Facilities and Services - Public Schools

6.5.11.1 Existing Conditions

For a complete description, see Chapter 5.0, Section 5.5.6.

6.5.11.2 Project Impacts

The Carpinteria General Plan, if adopted, will likely result in significant adverse impacts related to public schools. The plan proposes 157 acres of new low-density residential uses, beyond existing zoning, at a maximum of 4.6 du/ac. At this density, the potential exists for the construction of 722 new single-family dwelling units through the year 2000 which could generate approximately 390 students. Potential student generation under the General Plan is, therefore, 143 students above existing school capacity levels.

6.5.11.3 Mitigation Measures

Impacts related to student generation could be mitigated through additional funding resources to construct, or to modify, existing school facilities. Carpinteria could levy a developer fee of \$1,000 per new dwelling unit to be paid to the Carpinteria Unified School District for this purpose.

6.5.12 Public Facilities and Services - Solid Waste Disposal

6.5.12.1 Existing Conditions

For a complete description, see Chapter 5.0, Section 5.5.8.

6.5.12.2 Project Impacts

Adoption of the Carpinteria General Plan will not result in significant adverse impacts. Although the ultimate population under the plan is 16,100($\pm$), proposed land uses will not significantly alter growth patterns or growth rates and, therefore, the generation of solid waste (refer to Sections 6.5.6, Population and Housing of this EIR).

6.5.12.3 Mitigation Measures

1. The city should participate in efforts to provide regional plans for solid waste disposal. Recycling programs implemented as conservation programs will help to increase the ultimate lifespan of the Tajiguas landfill.

6.5.13 Parks and Recreation

6.5.13.1 Existing Conditions

For a complete description, see Chapter 5.0, Section 5.5.9.

6.5.13.2 Project Impacts

If the Carpinteria General Plan is adopted and implemented, no significant adverse environmental impacts are anticipated to occur. However, as the population increases within the city, additional parkland will need to be designated to provide city residents adequate park facilities.

6.5.13.3 Mitigation Measures

1. Carpinteria should provide a variety of parks, including active and passive, neighborhood and regional, at a minimum of 5 acres total per 1,000 city residents.

Following are additional measures that are recommended when maintaining and providing parks and recreational facilities within the city.

1. Carpinteria should maintain parklands that are located in environmentally unique areas.
2. The city should ensure that those portions of Santa Monica Creek, Franklin Creek, and Carpinteria Creek within city boundaries that are unsuitable for active recreational use should remain in open space for passive recreational uses.
3. Properties designated for park use that are least sensitive to damage by active use should be oriented for active recreational uses.
4. Carpinteria should require the provision of recreational open space in all large scale developments of residential, commercial, industrial park, office and other similar uses.

6.6 ALTERNATIVES

6.6.1 No Project Alternative

The City of Carpinteria currently has an adopted General Plan. If the proposed project (the draft General Plan) is not approved, the adopted General Plan would stay in effect. As such, the "no project" alternative would mean the continuation of the current General Plan program.

The current General Planning area is comprised of 7,463 acres. Essentially, the adopted plan directs land uses within the current city limits as shown in Table 6-14.

TABLE 6-14
EXISTING CARPINTERIA LAND USE TOTALS

<u>Land Use Classification</u>	<u>Acreage</u>
Low Density Residential	1,170
Multiple-Family Residential	225
Commercial	135
Industrial	145
Public Facilities	275
Parks/Open Space	1,950
Agriculture	3,565
Vacant	<u>170</u>
Total	7,435

The existing General Plan differs from the proposed General Plan in several ways. The existing General Plan provides for more intense development in many areas of the city, while the draft General Plan provides for less intense development. The existing adopted General Plan proposes a maximum population of approximately 27,000 persons by the year 1995. However, the draft General Plan estimates a population of only 16,100 persons by the year 2000. This major change is the result of fewer residential uses (acreage and density), and more manufacturing and commercial uses within the City of Carpinteria.

6.6.1.1 Summary of Existing General Plan

The first section of the existing General Plan presents the environmental setting of Carpinteria and general goals and objectives of the General Plan. The major portion of the report is divided into "elements" according to subject matter. Each element addresses goals, policies, objectives and programs. The elements include Land Use, Circulation, Open Space and Conservation, Housing and the Local Coastal Plan. The following paragraphs describe the current General Plan elements and goals that coincide with the respective element.

6.6.1.2 Description of Land Use Element

The Land Use Element designates the amount of land required by the various types of uses (housing, business, industry, recreation, education and public facilities) and the relationship of the various uses to one another. These uses reflect the planning goals which evolved from physical, economic and social research done during the analysis phase of the planning study.

6.6.1.3 Land Use Goals

1. Residential development should be such that a fair balance of the various densities are provided throughout the community.
2. Urban sprawl should be discouraged, and in the alternative, planned growth should be provided.
3. Architectural review of all major residential developments and all commercial and industrial projects.
4. Open space, recreational areas, and access to these areas must be provided.
5. Development should not be allowed in areas which are subject to natural disasters on a recurring basis.
6. Property rights should be protected.
7. Basic standards of development will be applied to all projects.

The current General Plan Land Use Element subdivides the city into 14 sub-planning areas which are summarized in Table 6-14.

TABLE 6-14

SUMMARY OF ADOPTED GENERAL PLAN LAND USES
(In Acres)

Planning Area	Total Dwelling Units	Population	Schools	Commercial	Parks and Open Space	Industrial	Other Public	Other Private	Railroad	Circulation	Preeways	Agriculture (.2 d.u.)	Estate I (.33 p.u.)	Estate II (2 d.u.)	Low Density Res I (3.6 d.u.)	Med Density Res II (15 d.u.)	High Density Res III (25 d.u.)	TOTAL ACRES
1	646	2,262	10	4	55	—	—	75 ¹	—	210	54	258	—	153	82	—	—	838
2	116	406	—	—	3	—	—	—	—	7	—	578	—	—	—	—	—	588
3	53	186	33	—	3	—	—	—	—	6	—	261	—	—	—	—	—	303
4	69	207	—	—	—	—	—	—	—	5	—	293	—	—	—	—	—	298
5	118	413	—	—	—	—	—	140 ²	—	10	—	540	29	—	—	—	—	719
6	259	907	—	—	—	—	—	—	—	265	38	396	328	35	—	—	—	1,062
7	1,020	3,182	—	17	15	—	—	—	—	13	15	170	—	—	123	37	—	390
8	594	1,903	—	—	8	10	—	—	—	82	15	94	—	—	107	5	5	325
9	420	1,470	6	—	7	—	—	6 ³	—	49	8	—	—	—	120	—	—	196
10	784	2,270	—	—	24	—	—	—	—	95	19	144	—	—	80	—	19	381
11	1,083	3,191	—	—	4	62	—	—	—	49	11	219	—	—	101	19	16	481
12	396	1,386	—	—	31	51	—	—	—	38	53	277	—	—	97	—	—	547
13	1,341	4,064	—	18	84 ⁴	99	—	—	39	154	46	—	—	—	126	60	—	616
14	2,045	5,465	15 ⁵	75 ⁴	424	12	160 ⁶	—	27	188	37	—	—	—	80	16	61	718
	8,934	27,312	54	114	286	234	160	221	66	1,171	296	3,230	357	188	916	137	101	7,463

Notes:

- 1 Polo field.
- 2 Cate School.
- 3 Parochial school.
- 4 Beach Park and Neighborhood Park.
- 5 Central Area and Tourist/Service Commercial.
- 6 Ecological Preserve (El Estero Slough).

The current General Plan also details each subplanning area, with a definition of land uses and a total of their respective acreages.

6.6.1.4 Description of Circulation Element

The existing Circulation Element designates a system of streets and highways to provide enhanced access routes to the city from other areas, and adequate links between land uses within the city. Such a plan must complement the land use plan in order to contribute to achievement of the economic, physical and social goals of the community. Mobility is not an end in itself; it merely makes possible the fullest use of the city's facilities. With these broad criteria in mind, the plan recommends that the city implement a circulation network which will provide maximum efficiency, safety and community service based on the following goals.

6.6.1.5 Circulation Goals

1. Develop a comprehensive transportation system which provides a choice of transportation modes for people and goods.
2. Preserve and enhance the character and quality of the environment.
3. Prepare plans with provisions to ensure that appropriate new transportation methods can be incorporated as they become available.
4. Coordinate land use and transportation planning and capital improvements programming so that transportation needs can be met as growth occurs.

6.6.1.6 Description of Open Space and Conservation Element

One of the most important characteristics of Carpinteria is its relationship with natural resources and recreation areas including the ocean, the mountains, and to a limited extent, the agricultural and open spaces. This characteristic has attracted many people to the city; the plan suggests that, to the extent possible, these qualities be retained as the area is urbanized. These natural resources can be considered a part of Carpinteria's recreation facilities inventory.

6.6.1.7 Open Space and Conservation Goals

1. To provide protection from flooding. This open space/conservation element utilizes areas along creek beds and other flood-prone areas as open space in an effort to inhibit use of these areas. It is proposed that 15 feet on each side of Carpinteria, Arroyo Paredon, Franklin and Santa Monica Creeks be reserved for open space uses.
2. To provide an economic function to rationalize open space is to find an economic use for it; agriculture is such a use. Therefore, the Carpinteria Open Space/Conservation Plan designates large areas of the foothills as "agriculture."
3. To provide an ecological preserve at El Estero and designate it open space due to its value as a wildlife habitat.
4. To provide recreation beach areas and various other sites in the city are denoted as open space. Open space is needed not only for its recreational value but also for its interrelated psychological value. It is hoped that urban life in Carpinteria will never result in stressful conditions. Open Space is designed to mitigate any deleterious effects concomitant with urban growth.
5. To provide scenic enjoyment, riding and hiking trails are proposed throughout the General Plan area. Areas of Foothill and Casitas Pass Roads, along creek beds, along the beach, Carpinteria Avenue, and Via Real will be utilized for aesthetic enjoyment of the natural surroundings.

6.6.1.8 Description of Housing Element

The existing Housing Element contains a description of the existing housing situation in Carpinteria and a projection of future housing supply and demand based on current trends. In considering the existing situation, a number of factors are examined, including housing type and condition, income and rent, construction rates, and vacancy rates among other items. In a section on housing needs, the number of households who cannot afford to buy or rent satisfactory housing and thus live in

housing that is overcrowded or in deteriorated conditions is estimated. An estimate is also made of those who must spend so much of their income for housing that they may not have sufficient money for other necessary items.

6.6.1.9 Housing Goals

1. To promote and insure the provision of adequate housing for all persons regardless of income, age, race or ethnic background.
2. To promote and insure the provision of housing selection by location, type, price and tenure.
3. To promote and insure open and free choice of housing for all.
4. To act as a guide for municipal decisions and how the decisions affect the quality of the housing stock and inventory.

This alternative has the likelihood of producing a greater impact on the environment than the proposed General Plan. The problems that are recognized are that the plan is at least five years old and no longer reflects the growth pattern of the community. The existing General Plan supports growth while the proposed draft General Plan supports controlled growth. The proposed General Plan also realizes the difficulties of supporting a larger population without the additional water resources and public services.

6.6.2 Alternative Land Use Scenarios

Three land use alternatives were generated during the current general planning process and presented in spring and summer, 1985, to the city staff and the citizens during the preparation of the draft General Plan. Land Use Alternative 1, with modifications, was ultimately chosen to represent the proposed draft General Plan. Summaries of land use Alternatives 2 and 3 are shown in Tables 6-15 and 6-16.

TABLE 6-15

ALTERNATIVE 2 LAND USE ACREAGE

<u>Land Use</u>	<u>Acres</u>	<u>Density/Lot Coverage</u>	<u>Development Potential</u>	<u>Ultimate Population</u>
Parks/Open Space	217	100%		
Low Density Residential	469	—	140 - 2,157 dwelling units	382-5,888 persons
Multiple Family Residential	421	—	1,979 - 8,424 dwelling units	5,402-22,997 persons
Commercial	157	30%	2,048,000 sq.ft.	
Industrial	277	30%	3,626,000 sq.ft.	
Public Facilities	105	30%	1,366,000 sq.ft.	
Total	1,646 acres		2,119 - 10,581 dwelling units	5,784-28,885 persons

Land Use Alternative 2 proposes a population range from 5,784 to 28,885 persons by the year 2000. This alternative proposes the highest population with a maximum of 10,581 dwelling units. Four hundred sixty-nine (469) acres would be designated for low density residential development and 421 acres would be designated for multiple family residential development.

Approximately 28,100 jobs would be available city-wide with land use alternative 2 with a total of 2,048,000 square feet of commercial area, 3,626,000 square feet of industrial space and 1,366,000 square feet of public facilities. The biggest difference between the two land use alternatives is that Alternative 2 ultimately allows for a higher population while creating a lower number of jobs. In Alternative 2, 568 acres are devoted to commercial, industrial and public facilities, while 899 acres are devoted to residential uses.

In regard to open space, Land Use Alternative 2 designates 277 acres to open space and recreational uses. This is considerably lower than Land Use Alternative 3.

TABLE 6-16
ALTERNATIVE 3 LAND USE ACREAGE

<u>Land Use</u>	<u>Acres</u>	<u>Density/Lot Coverage</u>	<u>Development Potential</u>	<u>Ultimate Population</u>
Parks/Open Space	231	100%	—	—
Low Density Residential	458	—	137 - 2,109 dwelling units	374 - 5,757 persons
Multiple Family Residential	388	—	1,826 - 7,772 dwelling units	4,984 - 21,217 persons
Commercial	206	30%	2,697,000 sq.ft.	—
Industrial	256	30%	3,353,000 sq.ft.	—
Public Facilities	<u>106</u>	<u>30%</u>	<u>1,383,000 sq.ft</u>	<u>—</u>
Total	1,646 acres		1,963 - 9,331 dwelling units	5,358 - 26,974 persons

Land Use Alternative 3 proposes a population range from 5,358 to 26,974 persons by the year 2000. This alternative proposes a smaller population with a maximum of up to 9,331 dwelling units. Four hundred fifty-eight (458) acres would be designated for low density residential development and 388 acres would be designated for multiple-family residential development.

Approximately 29,300 jobs would be available citywide with Land Use Alternative 3 with a total of 2,697,000 square feet of commercial area, 3,353,000 square feet of industrial space, and 1,383,000 square feet of area devoted to public facilities. This alternative supports a smaller population while creating more jobs. This alternative devotes 568 acres to commercial, industrial, and private facilities while 846 acres are devoted to residential uses.

The open space allocated for this land use alternative is 271 acres which is higher than Alternative 2.

6.7 SUMMARIZED EVALUATION

6.7.1 Unavoidable Adverse Impacts and Cumulative Effects

Cumulative and unavoidable impacts associated with the ultimate buildout of the City of Carpinteria, consistent with the draft General Plan, are identified and evaluated in the preceding sections of this EIR. The Carpinteria General Plan is designed to mitigate cumulative effects to the maximum extent possible. Specifically, "mitigation" for many impacts are incorporated into the General Plan in the form of policies and programs.

1. Air Quality — Cumulative development throughout the Carpinteria area is expected to result in significant adverse air quality impacts in the South Central Coast Air Basin related to mobile and stationary source emissions. Emission sources include increased automobile traffic (exhaust), construction activities, industrial fumes, and use of natural gas and electricity.
2. Flood Control — No adverse cumulative impacts related to flooding are expected to occur as a result of plan implementation. Similarly, no unavoidable adverse impacts are expected to result if the General Plan is adopted.
3. Noise — Incremental unavoidable adverse impacts related to noise are expected to result under implementation of the proposed General Plan. These impacts would occur in a direct relationship to increases in cumulative automobile and truck traffic.
4. Land Use — Much of the area surrounding the Carpinteria planning area is located within unincorporated Santa Barbara County, and is either in agricultural use or has limited potential for substantial growth due to slopes or unavailability of public services. Therefore, no unavoidable adverse impacts, nor adverse cumulative impacts are expected to result under implementation of the draft General Plan.
5. Transportation and Circulation — Cumulative development adjacent to the Carpinteria planning area is not expected to generate significant impacts on most of the area's local transportation and circulation system. However, under the proposed plan, adverse cumulative impacts related to level of service (LOS) on portions of Carpinteria Avenue, Linden Avenue, Casitas Pass Road and U.S. Highway 101 would result. Furthermore, as surrounding areas are developed consistent with the Santa Barbara County General Plan, impacts on the current public transportation system, such as the Santa Barbara Metropolitan Transportation District, may be incrementally impacted.

Beneficial cumulative impacts would also result if the General Plan were implemented, particularly to overall traffic flow and freeway access.

Unavoidable adverse impacts related to removal of residences with modified freeway on/off ramps at Linden Avenue would result upon implementation of the General Plan.

6. Housing and Population — Currently, the City of Carpinteria is surrounded by unincorporated county agricultural and vacant lands. If development of the surrounding lands is consistent with Santa Barbara County General Plan, cumulative impacts on housing and population are not expected to be significant. However, if population trends and housing stock changes beyond those anticipated in the Carpinteria General Plan, cumulative impacts may occur; therefore, future development in the Carpinteria area should be subject to environmental review to ensure minimal and acceptable cumulative effects on the area's population and housing. Adverse environmental impacts are not anticipated to occur due to the adoption of the Carpinteria General Plan.
7. Water Resources — The provision of adequate water supply is a critical issue facing cities throughout Southern California. If cumulative development is consistent with the Santa Barbara County General Plan and Carpinteria General Plan, significant adverse impacts are anticipated to occur. The Carpinteria General Plan proposes development densities which would exceed existing water availability. Additional water resources would need to be acquired to meet the future demands of Carpinteria and adjacent Santa Barbara County lands. Unavoidable adverse impacts are anticipated to occur from cumulative development.
8. Wastewater Services — Cumulative developments inside and adjacent to the Carpinteria city limits are not anticipated to generate significant adverse impacts on the current sewer treatment facilities. The Carpinteria General Plan proposes a population total of 16,100(±) which will be adequately served by the existing treatment plant which has the ability to treat sewage for an additional population of approximately 18,500.
9. Police Protection — Cumulative development in the Carpinteria area is not expected to adversely affect the Carpinteria Police Department. However, as the city's population grows, particularly during the summer (tourist) season, additional manpower and equipment will be needed to maintain the current level of police protection services. No unavoidable adverse impacts are anticipated to occur from cumulative development.
10. Fire Protection — Under the current Santa Barbara County General Plan and the proposed Carpinteria General Plan, cumulative development could potentially result in significant adverse impacts related to the competition for availability of water pressure. Those areas within the low fire hydrant water pressure area may be subject to greater fire hazard as the lower pressure makes efficient fire response increasingly difficult.

No additional significant impacts on fire protection services are anticipated to occur. However, as growth occurs inside and adjacent to the city limits, additional manpower and equipment will be needed to maintain the current level of fire protection services.

11. Public Schools — Notwithstanding development outside the Carpinteria city limits, cumulative development is anticipated to adversely impact the Carpinteria Unified School District. However, no unavoidable adverse impacts are anticipated to occur if an adequate number of educational facilities are provided as the population increases.
12. Solid Waste Disposal — Cumulative development outside the city will result in an incremental demand for long-term disposal facilities. Adequate disposal facilities are currently available until the year 2005. If cumulative development is consistent with the existing Santa Barbara County General Plan and Carpinteria General Plan, no significant adverse impacts are expected to occur. In addition, no unavoidable impacts are anticipated from cumulative impacts, however, a new solid waste disposal facility will be needed beyond 2005.
13. Parks and Recreation — Future development which is consistent with the current Santa Barbara County General Plan and the proposed Carpinteria General Plan is not expected to adversely impact the existing parks and recreational facilities. However, as Carpinteria's population grows, additional parks and recreational facilities will be needed to maintain an adequate number of park acres in relation to the population. The draft General Plan includes a series of programs to expand parks and recreational opportunities to keep pace with future growth. No unavoidable adverse impacts are expected to occur from cumulative developments.

6.7.2 The Relationship Between Local Short-Term Uses of Man's Environment and the Maintenance and Enhancement of Long-Term Productivity

Future development which accommodates unavoidable adverse impacts and enhances the quality of life for the community as a whole, also improve the overall community environment. Economic pressures for growth in the Carpinteria Valley are such that complete protection of the environment at the expense of community growth and well-being is not practical. Therefore, a balance must be sought that accommodates the needs of the growing population of California coastal areas, while maintaining the integrity of the environment. It is the degree to which this balance is achieved in a given project that establishes the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

As the General Plan is implemented, numerous impacts will be realized on a short-term level. Primarily, these deal with the activities associated with construction. However, the preparation of the General Plan has provided a process to identify how best to control the short-term impacts.

In the long-term, implementation of the General Plan will provide a balanced approach that controls short-term effects, by enhancing and preserving valuable resources, while also allowing growth of a balanced community. In particular, the General Plan provides the vehicle through which energy conservation will be incorporated into construction activities, transportation systems will be upgraded and maintained to serve the needs of the community, valuable natural resources will be preserved, and adequate facilities will provide needed services and protection to residents.

6.7.3 Irreversible and Irretrievable Commitment of Resources Should the Project be Implemented

The implementation of the General Plan will result in construction activities that will entail the commitment of natural resources, energy resources and human resources. As the city continues to grow, the residents will require a further commitment of energy resources in the form of natural gas and electricity generated by coal, hydroelectric power or nuclear energy. This commitment will be a long-term obligation and it will be impossible to return the land to its original condition once it has been developed.

As the community expands, existing natural resources, vacant land, and in general the Carpinteria Valley will be slightly altered. However, the proposed General Plan includes various policies and objectives which propose a means of reducing the total commitment of energy and other resources.

6.7.4 Growth-Inducing Impacts

In 1985, a land use inventory (conducted by MBA in conjunction with this General Plan study) indicated that there were over 1,315 developed acres within the city supporting a permanent population of approximately 11,400 persons. The existing adopted General Plan is a plan for 11.2 square miles and ultimate population of 27,100. Should the General Plan be implemented as proposed, it would support a population of 16,100 persons residing in the planning area of 2.6 square miles.

The adopted General Plan and the proposed General Plan envision development and growth in areas that are currently undeveloped; however, the proposed General Plan

recognizes that it would be difficult to achieve a substantially higher population unless additional water resources are found or imported. (The Carpinteria Water District indicates that they can only serve from 14,000 to 16,000 people through expanded use of groundwater). The project will foster less growth than the current General Plan. Future growth is planned to provide a well-balanced community, with infrastructure and other community needs provided as necessary.

Although growth within the city and sphere of influence may provide a stimulus to growth in adjacent areas, future projects will be subject to environmental review by the counties of Santa Barbara and Ventura.

6.8 CERTIFICATION OF RELATED DOCUMENTS

6.8.1 Description of Final EIR and Contents

The Final Environmental Impact Report for GP 86- has been prepared in accordance with the California Environmental Quality Act (CEQA), and the guidelines for implementation of CEQA as prescribed by the Secretary for Resources.

Section 15146 of the CEQA Guidelines requires that a final EIR contain the following:

1. The Draft EIR or a revision of the draft.
2. Comments and recommendations received on the Draft EIR either verbatim or in summary.
3. A list of persons, organizations, and public agencies commenting on the Draft EIR.
4. The responses of the lead agency to significant environmental points raised in the review and consultation period.

This Final EIR has incorporated in this Chapter 6.0, resulting from Draft EIR 86-__.

Items 2, 3 and 4 as required by Section 15146 of the CEQA Guidelines are also contained in this supplement.

The list of persons, organizations and public agencies commenting on the Draft EIR is presented in Section 7 of this attachment. The letters of comments received on the Draft EIR were contained the Final EIR, which is available at the Carpinteria Planning Department.

Section 7.3 contains the responses of the local agency (the City of Carpinteria) to environmental points raised in the review and consultation process.

Section 15147 of the CEQA Guidelines states that the degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity. The project in this case is an amendment to the City of Carpinteria General Plan. Investigations are contained within the analysis prepared for the

General Plan text. Utilizing the newly recommended integrated General Plan-EIR format, the Final EIR and plan text become a single document. This General Plan document inventories environmental resources, assesses environmental hazards and then incorporates impact assessments and mitigations directly into the general plan development. Reference to these issues may be found in Section 7.

6.8.2 List of Comments Received During Public Review of Draft EIR

Comments on the Draft EIR were received from several public agencies, private organizations and individuals. Agencies and organizations which submitted written comments include the following:

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SUPPORT DOCUMENTS

7.1 ORGANIZATIONS AND PERSONS CONSULTED IN PLAN PREPARATION

PROJECT CONSULTANTS

Michael Brandman Associates, Inc.

Thomas E. Smith, Jr., AICP	Principal-in-Charge
Frank B. Wein, AICP	Director of Planning Services
Allan Shoff, Ph.D., AICP	Senior Project Manager
Julia M. LeBoeuf	Assistant Project Manager
Colleen Bathker	Environmental Analyst
Joni Kaye	Environmental Analyst
Mike Houlihan	Environmental Analyst
Leanne Funada	Environmental Analyst
Thomas Fitzwater, AICP	Noise Analyst
Rene Seabaugh	Noise Analyst

Associated Traffic Engineers

Maynard Keith Franklin, P.E.	Transportation Consultant
Scott A. Shell	Transportation Consultant

Willdan Associates

Jim Sauer	Transportation Consultant
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PUBLIC AGENCIES

City of Carpinteria

Allan Coates, Jr.	City Clerk/City Manager
Terry Draper	Community Development Director
William Spencer (former employee)	City Planner
Gary Gartin	Assistant City Manager
Tom Evans	City Engineer
John Frontado	Chief of Police
Claude Welsh	Fire Chief
Patricia Lemere	Deputy Finance/Personnel Director
Sue Lightner	Deputy Purchasing Agent
Benjamin Hidalgo	Public Works Supervisor

California State Department of Finance (July 1985)

Population Research Unit

Carpinteria County Water District (April 1985)

Norm Cota

Carpinteria Sanitary District (April 1985)

M. Michael Shay
Bob Hanrahan

Carpinteria Unified School District (July 1985)

Bill Carty

Superintendent

Resource Management Department, County of Santa Barbara

Pat Saley

Santa Barbara County-Cities Area Planning Council

Mike Powers
Susan K. Stegall

Area Planner
Area Planner

Santa Barbara County Local Agency Formation Commission

Robert Perkins

Santa Barbara Metropolitan Transit District

Brian Loew, AICP

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7.3 RELEVANT EIRS AND SPECIAL STUDIES IN THE CARPINTERIA VALLEY

(To be provided in Phase II)

7.4 APPENDICES—ADOPTED

7.4.1 Definitions

The following terms are used throughout the Findings and Technical Appendix for the Carpinteria Noise Element of the General Plan.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

Arterial — A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.

Collapsible Soils are soils which exhibit sudden settlement due to surface loads and introduction of water. These soils are generally characterized as loose deposits with particles cemented by soluble materials or clay. Wetting can destroy interparticle cementation with a resulting collapse of the soil structure. Although compressible soils have not been a particularly common problem in Santa Barbara County, a large area of compressible soil does exist in the Carpinteria slough.

Collector Street — Collector streets are designed to serve higher volumes of traffic than local streets, while still retaining all the land service functions of a local street. Design speeds are 25 to 35 miles per hour, parking is rarely prohibited, and driveways are limited only by safety considerations. Collector streets are normally two lanes wide, but may have additional lanes or turn lanes at intersections. Right-of-way widths for collector streets are recommended to be not less than 60 feet.

Compressible Soils are fine-grained cohesive soils of low strength, which consolidate and cause settlement when surcharged with fill or structural loads, particularly when water saturated. Settlement of soil under load occurs slowly and may continue at a diminishing rate for a number of years.

Decibel, dB: A unit for describing the amplitude of sound equal to 20 times the logarithm (to the base 10) of the ratio of the pressure of the sound measured to a reference pressure (i.e. 20 micropascals).

Erosion is considered to be the degradation of earth resulting from limited water flow, thus is distinguished from flood hazard which occurs with a high water flow. Most soils in Carpinteria are susceptible to erosion to some degree, but good design at low to moderate cost can usually minimize adverse effects and control the problem.

Expansive Soils are generally cohesive or fine-grained soils which increase or decrease in volume as a result of water absorption or reduction in soil structure. Soil expansion is a fairly common condition throughout Santa Barbara County, including the foothills to the north of Carpinteria.

Expressway - An arterial with full or partial control of access and with some intersections at grade.

Fire Hazard area, (Class II) is a classification of the California Division of Forestry. Since 1922, there have been several major fires in Santa Barbara County and each year brings continued threats of major fires. The city currently follows the fire protection measures of the county.

Freeway — A freeway is a divided highway built to high standards, with total control of access. It may be of any number of lanes adequate to carry the traffic demand. It is intended to carry large volumes of traffic at high speeds with little or no interruption or delay in the traffic flow. Access is allowed only at well-spaced interchanges, and no access is allowed to abutting property. Right-of-way widths for freeways vary upwards from 200 feet.

High Groundwater is a term used to describe excessively high level of water within the earth, or more specifically, water in a part of the ground that is wholly saturated. High groundwater is a significant safety hazard not because it is dangerous in itself, but because the consequences of this condition may include liquefaction, settlement, slope instability, construction difficulty, and flooding. Carpinteria generally suffers from high groundwater, especially along the coastal bluffs and mesas, and high groundwater found in the Carpinteria slough (El Estero).

Infrastructure — The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

L10: The A-weighted sound level exceeded 10 percent of the sample time. Similarly, L50, L90, L99, etc.

Landslides are the downward and outward movement of slope-forming materials, i.e. rock, soil, artificial fill, or combinations of these materials. The low relief terrain and stable geologic formations in Carpinteria contribute to a low or no risk of landslide hazard.

Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m. Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual basis, while Leq (definition follows) represents the equivalent energy noise exposure for a shorter time period, typically one hour.

Leq: The sound level corresponding to a steady state sound level containing the same total energy as a time varying signal over a given sample period. Leq is typically computer over 1, 8, and 24-hour sample periods.

Liquefaction is a state that occurs when soils which lack cohesive strength become subject to water saturation and seismic activity (or other ground vibration). The saturated soil, losing its shear resistance, behaves much like "quicksand" in which objects may float or sink depending on their density.

Local Streets — The local street system, all the remaining streets, primarily provides direct access to individual parcels or property. The movement of traffic is very much subordinated. Traffic speeds and volumes should be kept low so that noise and fumes, and the possibility of accidents, especially involving children, are kept to a minimum.

Major Arterial — A major arterial is a surface street (as opposed to a freeway) of four or more lanes which is planned to emphasize the movement of traffic, giving it priority over land service needs. This emphasis is expressed in terms of prohibitions on curb parking and stopping, restriction of driveways, and in sight distance and geometric standards designed for 35 to 45 mile per hour operation. Medians and/or left-turn lanes are provided. Right-of-way widths for major arterials vary from 84 to 104 feet, depending upon the need for parking and medians or left-turn lanes.

Noise Contours: Lines drawn about a noise source indicating constant energy levels of noise exposure. Ldn and CNEL are the metrics utilized herein to describe community exposure to noise.

Paratransit — Transportation systems, such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

Secondary Arterial — A secondary arterial is a surface street of two or more lanes which is planned to emphasize the movement of traffic to a somewhat lesser degree than a major arterial. There may be parking prohibitions and driveway restrictions, and operating speeds in the 30 to 40 mile per hour range. Medians and/or left-turn lanes may be provided. Right-of-way widths for secondary arterials are recommended to be not less than 84 feet.

Seismic Movement may be defined as the shaking or trembling of the earth (i.e. earthquakes) that is volcanic or tectonic in origin.

Shoreline Regression is the erosion of seaciffs along the Pacific Coast. The cliffs along the Carpinteria Coast are estimated to be retreating at an average of six inches per year.

Soil Creep is the slow downslope movement of surficial soils. It usually occurs on slopes or within a few feet of the top of them. The potential for soil creep in Carpinteria varies from low to high, with most of the city having low potential.

Subsidence refers to a local mass movement of the earth's solid surface in a gradual downward settling or sinking, with little or no horizontal motion. No evidence of significant subsidence or problems related to subsidence has been found in Carpinteria.

Transit — Urban plans suburban rail and bus systems and ferryboats.

Transportation System Management (TSM) — A cooperative process involving all transportation agencies in an urban area attempting to increase the efficiency of a transportation system through low-cost and relatively short-term actions. TSM typically includes traffic controls, improved public transportation, regulatory and pricing measures, and improvements to the management of the existing transportation system.

Tsunamis may be described as a great sea wave produced by sub-marine earth movement or volcanic eruption, while a seiche, resulting from seismic activities or landslides, is an oscillation of the surface of a lake or landlocked sea that varies in length from a few minutes to several hours. Tsunamis and seiches, which accompany earthquakes, are also potential geologic hazards within Carpinteria should an offshore earthquake occur.

7.4.2 Geologic and Soils Appendix

Definitions

Late Mesozoic: 140 to 20 million years before present.

Cenozoic: 70 million years ago to present

Miocene: An epoch occurring during the Tertiary period (ranging from 65 million years ago to 2 million years ago).

Pliocene: An epoch occurring during the Tertiary period (ranging from 65 million years ago to 2 million years ago).

Note to the reader: The following Glossary and Tables 3, 4, 5, 6, 8 and 11 are taken directly out of the Soil Survey of Santa Barbara County, South Coastal Part, compiled by the United States Department of Agriculture, Soil Conservation Service and Forest Service. The tables have been condensed from their original form to reflect soils found in the Carpinteria planning area.

	AGE		FORMATION	LITHOLOGY	THICKNESS	DESCRIPTION
	QUATERNARY					
CENOZOIC		RECENT	ALLUVIUM (N)		0-1000'	Gravel, sand, silt
		PLEISTOCENE	Upper	OLDER ALLUVIUM (N)	0-2000'	Sand, silt, basal gravel
				CONGLOMERATE (N)	0-3000'	Boulder gravel, sand
				CASITAS (N)	0-3000'	Boulder, cobble, and pebble gravel, buff sand, silt and clay
		PLIOCENE	Upper	SANTA BARBARA	0-2000'	Fine yellow sand and silt
			Upper	MONTREY	2200'	Hard and soft siliceous shale
		MIOCENE	Middle			Soft organic shale and thin limestone lentils
			Lower	RINCON	1700'	Gray clay shale
			—?	VAQUEROS	300'	Buff sandstone
		OLIGOCENE		SESPE (N)	2200'-4500'	10000' Buff to pink orbic sandstone, red to green siltstone and basal red sandstone and conglomerate
				COLDWATER	2500'-3200'	Buff sandstone
		EOCENE	Upper			Sandstone and siltstone
				COZY DELL	1550'-1900'	Gray clay shale
				MATILIJIA	1800'-2100'	Buff sandstone
			Middle?	JUNCAL	4000'-5300'	20000' Gray black clay shale and thin shaly sandstone Buff sandstone Gray clay shale Buff sandstone Gray clay shale
MESOZOIC		CRETACEOUS	Upper	JALAMA	2000'+	Conglomerate, sandstone and gray clay shale
		CRETACEOUS OR UPPER JURASSIC?		FRANCISCAN		FAULT CONTACT Sheared black clay shale, hard green-gray sandstone, local intrusions of greenstone and serpentine SANTA YNEZ FAULT

(N) Non-marine formation; all others marine

DIVISIONS OF GEOLOGIC TIME

Figure 7-1

Glossary

Acre foot. The quantity of water, soil, or other material that will cover 1 acre to a depth of 1 foot.

Aggregate, soil. Many fine particles held in a single mass or cluster. Natural soil aggregates, such as granules, blocks, or prisms, are called peds. Clods are aggregates produced by tillage or logging.

Alluvium. Material, such as sand, silt, or clay, deposited on land by streams.

Association, soil. A group of soils geographically associated in a characteristic repeating pattern and defined and delineated as a single mapping unit.

Available water capacity (available moisture capacity). The capacity of soils to hold water available for use by most plants. It is commonly defined as the difference between the amount of soil water at field moisture capacity and the amount at wilting point. It is commonly expressed as inches of water per inch of soil. The capacity, in inches, in a 60-inch profile or to a limiting layer is expressed as—

	Inches
Very low -----	0 to 3
Low -----	3 to 6
Moderate -----	6 to 9
High -----	More than 9

Bedrock. The solid rock that underlies the soil and other unconsolidated material or that is exposed at the surface.

Calcareous soil. A soil containing enough calcium carbonate (commonly with magnesium carbonate) to effervesce (fizz) visibly when treated with cold, dilute hydrochloric acid. A soil having measurable amounts of calcium carbonate or magnesium carbonate.

Clay. As a soil separate, the mineral soil particles less than 0.002 millimeter in diameter. As a soil textural class, soil material that is 40 percent or more clay, less than 45 percent sand, and less than 40 percent silt.

Clay film. A thin coating of oriented clay on the surface of a soil aggregate or lining pores or root channels. Synonyms: clay coat, clay skin.

Claypan. A slowly permeable soil horizon that contains much more clay than the horizons above it. A claypan is commonly hard when dry and plastic or stiff when wet.

Color, soil. Color is usually related to the content of organic matter. As a rule, the darker the surface soil, the more organic matter it contains. Streaks and spots of gray, yellow, and red in the lower layers generally indicate poor drainage and poor aeration. Uniformly colored layers generally indicate good drainage and aeration.

Compressible. Excessive decrease in volume of soft soil under load.

Consistence, soil. The feel of the soil and the ease with which a lump can be crushed by the fingers. Terms commonly used to describe consistence are—

Loose.—Noncoherent when dry or moist; does not hold together in a mass.

Friable.—When moist, crushes easily under gentle pressure between thumb and forefinger and can be pressed together into a lump.

Firm.—When moist, crushes under moderate pressure between thumb and forefinger, but resistance is distinctly noticeable.

Plastic.—When wet, readily deformed by moderate pressure but can be pressed into a lump; will form a "wire" when rolled between thumb and forefinger.

Sticky.—When wet, adheres to other material and tends to stretch somewhat and pull apart rather than to pull free from other material.

Hard.—When dry, moderately resistant to pressure; can be broken with difficulty between thumb and forefinger.

Soft.—When dry, breaks into powder or individual grains under very slight pressure.

Cemented.—Hard; little affected by moistening.

Cutbanks cave. Unstable walls of cuts made by earthmoving equipment. The soil sloughs easily.

Drainage class (natural). Refers to the frequency and duration of periods of saturation or partial saturation during soil formation, as opposed to altered drainage, which is commonly the result of artificial drainage or irrigation but may be caused by the sudden deepening of channels or the

blocking of drainage outlets. Seven classes of natural soil drainage are recognized:

Excessively drained.—Water is removed from the soil very rapidly. Excessively drained soils are commonly very coarse textured, rocky, or shallow. Some are steep. All are free of the mottling related to wetness.

Somewhat excessively drained.—Water is removed from the soil rapidly. Many somewhat excessively drained soils are sandy and rapidly pervious. Some are shallow. Some are so steep that much of the water they receive is lost as runoff. All are free of the mottling related to wetness.

Well drained.—Water is removed from the soil readily, but not rapidly. It is available to plants throughout most of the growing season, and wetness does not inhibit growth of roots for significant periods during most growing seasons. Well drained soils are commonly medium textured. They are mainly free of mottling.

Moderately well drained.—Water is removed from the soil somewhat slowly during some periods. Moderately well drained soils are wet for only a short time during the growing season, but periodically for long enough that most mesophytic crops are affected. They commonly have a slowly pervious layer within or directly below the solum, or periodically receive high rainfall, or both.

Somewhat poorly drained.—Water is removed slowly enough that the soil is wet for significant periods during the growing season. Wetness markedly restricts the growth of mesophytic crops unless artificial drainage is provided. Somewhat poorly drained soils commonly have a slowly pervious layer, a high water table, additional water from seepage, nearly continuous rainfall, or a combination of these.

Poorly drained.—Water is removed so slowly that the soil is saturated periodically during the growing season or remains wet for long periods. Free water is commonly at or near the surface for long enough during the growing season that most mesophytic crops cannot be grown unless the soil is artificially drained. The soil is not continuously saturated in layers directly below plow depth. Poor drainage results from a high water table, a slowly pervious layer within the profile, seepage, nearly continuous rainfall, or a combination of these.

Very poorly drained.—Water is removed from the soil so slowly that free water remains at or on the surface during most of the growing season. Unless the soil is artificially drained, most mesophytic crops cannot be grown. Very poorly drained soils are commonly level or depressed and are frequently ponded. Yet, where rainfall is high and nearly continuous, they can have moderate or high slope gradients, as for example in "hillpeats" and "climatic moors."

Effective rooting depth. The depth to which a soil is readily penetrated by roots and utilized for extraction of water and plant nutrients. Approximate depth classes are:

	Inches
Very deep -----	More than 60
Deep -----	40 to 60
Moderately deep -----	20 to 40
Shallow -----	10 to 20
Very shallow -----	Less than 10

Erosion. The wearing away of the land surface by running water, wind, ice, or other geologic agents and by such processes as gravitational creep.

Erosion (geologic). Erosion caused by geologic processes acting over long geologic periods and resulting in the wearing away of mountains and the building up of such landscape features as flood plains and coastal plains. Synonym: natural erosion.

Erosion (accelerated). Erosion much more rapid than geologic erosion, mainly as a result of the activities of man or other animals or of a catastrophe in nature, for example, fire, that exposes a bare surface.

Fertility, soil. The quality that enables a soil to provide plant nutrients, in adequate amounts and in proper balance, for the growth of specified plants when light, moisture, temperature, tilth, and other growth factors are favorable.

Forb. Any herbaceous plant not a grass or a sedge.

Gully. A miniature valley with steep sides cut by running water and through which water ordinarily runs only after rainfall. The distinction between a gully and a rill is one of

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depth. A gully generally is an obstacle to farm machinery and is too deep to be obliterated by ordinary tillage; a rill is of lesser depth and can be smoothed over by ordinary tillage.

Hardpan. A hardened or cemented soil horizon, or layer. The soil material is sandy, loamy, or clayey and is cemented by iron oxide, silica, calcium carbonate, or other substance.

Horizon, soil. A layer of soil, approximately parallel to the surface, having distinct characteristics produced by soil-forming processes. The major horizons of mineral soil are as follows:

O horizon.—An organic layer, fresh and decaying plant residue, at the surface of a mineral soil.

A horizon.—The mineral horizon, formed or forming at or near the surface, in which an accumulation of humified organic matter is mixed with the mineral material. Also, a plowed surface horizon most of which was originally part of a B horizon.

A2 horizon.—A mineral horizon, mainly a residual concentration of sand and silt high in content of resistant minerals as a result of the loss of silicate clay, iron, aluminum, or a combination of these.

B horizon.—The mineral horizon below an A horizon. The B horizon is in part a layer of change from the overlying A to the underlying C horizon. The B horizon also has distinctive characteristics caused (1) by accumulation of clay, sesquioxides, humus, or a combination of these; (2) by prismatic or blocky structure; (3) by redder or browner colors than those in the A horizon; or (4) by a combination of these. The combined A and B horizons are generally called the solum, or true soil. If a soil lacks a B horizon, the A horizon alone is the solum.

C horizon.—The mineral horizon or layer, excluding indurated bedrock, that is little affected by soil-forming processes and does not have the properties typical of the A or B horizon. The material of a C horizon may be either like or unlike that from which the solum is presumed to have formed. If the material is known to differ from that in the solum the Roman numeral II precedes the letter C.

R layer.—Consolidated rock beneath the soil. The rock commonly underlies a C horizon, but can be directly below an A or a B horizon.

Intake rate. The rate at which water enters the soil.

Leaching. The removal of soluble material from soil or other material by percolating water.

Leveling (of land). The reshaping of the soil surface to make for a more uniform application of irrigation water.

Low strength. Inadequate strength for supporting loads.

Mottling, soil. Irregular spots of different colors that vary in number and size. Mottling generally indicates poor aeration and impeded drainage. Descriptive terms are as follows: abundance—few, common, and many; size—fine, medium, and coarse; and contrast—faint, distinct, and prominent. The size measurements are of the diameter along the greatest dimension. Fine indicates less than 5 millimeters (about 0.2 inch); medium, from 5 to 15 millimeters (about 0.2 to 0.6 inch); and coarse, more than 15 millimeters (about 0.6 inch).

Munsell notation. A designation of color by degrees of the three single variables—hue, value, and chroma. For example, a notation of 10YR 6/4 is a color of 10YR hue, value of 6, and chroma of 4.

Parent material. The great variety of unconsolidated organic and mineral material in which soil forms. Consolidated bedrock is not yet parent material by this concept.

Percolates slowly. The slow movement of water through the soil adversely affects the specified use.

Permeability. The quality that enables the soil to transmit water or air, measured as the number of inches per hour that water moves through the soil. Terms describing permeability are very slow (less than 0.06 inch), slow (0.06 to 0.20 inch), moderately slow (0.2 to 0.6 inch), moderate (0.6 to 2.0 inches), moderately rapid (2.0 to 6.0 inches), rapid (6.0 to 20 inches), and very rapid (more than 20 inches).

Piping. Formation by moving water of subsurface tunnels or pipeline cavities.

Plowpan. A compacted layer formed in the soil directly below the plowed layer.

Profile, soil. A vertical section of the soil extending through all its horizons and into the parent material.

Range site. An area of range where climate, soil, and relief

are sufficiently uniform to produce a distinct kind and amount of native vegetation.

Reaction, soil. The degree of acidity or alkalinity of a soil, expressed in pH values. A soil that tests to pH 7.0 is described as precisely neutral in reaction because it is neither acid nor alkaline. The degree of acidity or alkalinity is expressed as—

	pH		pH
Extremely acid	Below 4.5	Neutral	6.6 to 7.3
Very strongly acid	4.5 to 5.0	Mildly alkaline	7.4 to 7.8
Strongly acid	5.1 to 5.5	Moderately alkaline	7.9 to 8.4
Medium acid	5.6 to 6.0	Strongly alkaline	8.5 to 9.0
Slightly acid	6.1 to 6.5	Very strongly alkaline	9.1 and higher

Relief. The elevations or inequalities of a land surface, considered collectively.

Rill. A steep sided channel resulting from accelerated erosion. A rill is generally a few inches deep and not wide enough to be an obstacle to farm machinery.

Runoff. The precipitation discharged in stream channels from a drainage area. The water that flows off the land surface without sinking in is called surface runoff; that which enters the ground before reaching surface streams is called ground-water runoff or seepage flow from ground water.

Saline soil. A soil containing soluble salts in an amount that impairs growth of plants. A saline soil does not contain excess exchangeable sodium.

Sand. As a soil separate, individual rock or mineral fragments from 0.05 millimeter to 2.0 millimeters in diameter. Most sand grains consist of quartz. As a soil textural class, a soil that is 85 percent or more sand and not more than 10 percent clay.

Sedimentary rock. Rock made up of particles deposited from suspension in water. The chief kinds of sedimentary rock are conglomerate, formed from gravel; sandstone, formed from sand; shale, formed from clay; and limestone, formed from soft masses of calcium carbonate. There are many intermediate types. Some wind-deposited sand is consolidated into sandstone.

Seepage. The rapid movement of water through the soil. Seepage adversely affects the specified use.

Shrink-swell. The shrinking of soil when dry and the swelling when wet. Shrinking and swelling can damage roads, dams, building foundations, and other structures. It can also damage plant roots.

Silt. As a soil separate, individual mineral particles that range in diameter from the upper limit of clay (0.002 millimeter) to the lower limit of very fine sand (0.05 millimeter). As a soil textural class, soil that is 80 percent or more silt and less than 12 percent clay.

Soil. A natural, three-dimensional body at the earth's surface that is capable of supporting plants and has properties resulting from the integrated effect of climate and living matter acting on earthy parent material, as conditioned by relief over periods of time.

Soil separates. Mineral particles less than 2 millimeters in equivalent diameter and ranging between specified size limits. The names and sizes of separates recognized in the United States are as follows: very coarse sand (2.0 millimeters to 1.0 millimeter); coarse sand (1.0 to 0.5 millimeter); medium sand (0.5 to 0.25 millimeter); fine sand (0.25 to 0.10 millimeter); very fine sand (0.10 to 0.05 millimeter); silt (0.005 to 0.002 millimeter); and clay (less than 0.002 millimeter).

Solum. The upper part of a soil profile, above the C horizon, in which the processes of soil formation are active. The solum in mature soil consists of the A and B horizons. Generally, the characteristics of the material in these horizons are unlike those of the underlying material. The living roots and other plant and animal life characteristics of the soil are largely confined to the solum.

Structure, soil. The arrangement of primary soil particles into compound particles or aggregates that are separated from adjoining aggregates. The principal forms of soil structure are—platy (laminated), prismatic (vertical axis of aggregates longer than horizontal), columnar (prisms with rounded tops), blocky (angular or subangular), and granular. Structureless soils are either single grained (each grain by itself, as in dune sand) or massive (the particles

adhering without any regular cleavage, as in many hardpans).

soil. Technically, the B horizon; roughly, the part of the solum below plow depth.

soiling. Tilling a soil below normal plow depth, ordinarily to shatter a hardpan or claypan.

stratum. The part of the soil below the solum.

surface soil. The soil ordinarily moved in tillage, or its equivalent in uncultivated soil, ranging in depth from 4 to 10 inches (10 to 25 centimeters). Frequently designated as the "plow layer," or the "Ap horizon."

terrace (geologic). An old alluvial plain, ordinarily flat or undulating, bordering a river, a lake, or the sea. A stream terrace is frequently called a second bottom, in contrast with a flood plain, and is seldom subject to overflow. A marine terrace, generally wide, was deposited by the sea.

texture, soil. The relative proportions of sand, silt, and clay particles in a mass of soil. The basic textural classes, in order of increasing proportion of fine particles, are sand, loamy sand, sandy loam, loam, silt, silt loam, sandy clay loam, clay loam, silty clay loam, sandy clay, silty clay, and clay. The sand, loamy sand, and sandy loam classes may be further divided by specifying "coarse," "fine," or "very fine."

tilth, soil. The condition of the soil, especially the soil structure, as related to the growth of plants. Good tilth refers

to the friable state and is associated with high noncapillary porosity and stable structure. A soil in poor tilth is nonfriable, hard, nonaggregated, and difficult to till.

Topsoil (engineering). Presumably a fertile soil or soil material, or one that responds to fertilization, ordinarily rich in organic matter, used to topdress roadbanks, lawns, and gardens.

Variant, soil. A soil having properties sufficiently different from those of other known soils to justify a new series name, but the limited geographic soil area does not justify creation of a new series.

Water table. The upper limit of the soil or underlying rock material that is wholly saturated with water.

Water table, apparent. A thick zone of free water in the soil.

An apparent water table is indicated by the level at which water stands in an uncased borehole after adequate time is allowed for adjustment in the surrounding soil.

Water table, artesian. A water table under hydrostatic head, generally beneath an impermeable layer. When this layer is penetrated, the water level rises in an uncased borehole.

Water table, perched. A water table standing above an unsaturated zone. In places an upper, or perched, water table is separated from a lower one by a dry zone.

Workability (of soil). The relative amount of work required to till the soil and the relative difficulty to using farm machinery.

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TABLE 3.—*Building site development*

Soil name and map symbol	Shallow excavations	Dwellings without basements	Small commercial buildings	Local roads and streets
Aquepts: AC -----	Severe: wetness -----	Severe: wetness, floods.	Severe: wetness, floods.	Moderate: wetness, floods.
Aquepts: AD -----	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.
Ballard: BaA -----	Slight -----	Slight -----	Slight -----	Moderate: low strength.
BaC -----	Slight -----	Slight -----	Moderate: slope -----	Moderate: low strength.
Ballard variant: BbC -----	Moderate: large stones.	Slight -----	Moderate: slope -----	Moderate: low strength.
Baywood: BcC -----	Severe: cutbanks cave.	Slight -----	Moderate: slope -----	Slight.
Beaches: BE -----				
Botella variant: BkC2 -----	Moderate: too clayey--	Moderate: shrink-swell, low strength.	Moderate: slope, shrink-swell, low strength.	Severe: low strength.
BkD2 -----	Moderate: slope, too clayey.	Moderate: slope, shrink-swell, low strength.	Severe: slope -----	Severe: low strength.
Camarillo variant: Cb -----	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods, low strength.
Elder: EaA, EaB -----	Moderate: floods -----	Severe: floods -----	Severe: floods -----	Moderate: floods.
¹ Eb: Elder part -----	Moderate: floods -----	Severe: floods -----	Severe: floods -----	Moderate: floods.
Soboba part -----	Severe: cutbanks cave, floods.	Severe: floods -----	Severe: floods -----	Moderate: floods.
¹ GbG: Gaviota part -----	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: slope, depth to rock.
Rock outcrop part -----				
Goleta: GcA, GcC, GdA -----	Moderate: floods -----	Severe: floods -----	Severe: floods -----	Moderate: low strength, floods.
¹ LcG: Lodo part -----	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: slope, depth to rock, low strength.
Sespe part -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Severe: slope.
Metz: Mc -----	Severe: floods, cutbanks cave.	Severe: floods -----	Severe: floods -----	Moderate: floods.
MdE, MdF -----	Severe: slope, too clayey.	Severe: slope -----	Severe: slope -----	Severe: slope, low strength, shrink-swell.
¹ MeC: Milpitas part -----	Severe: too clayey -----	Slight -----	Moderate: slope -----	Severe: low strength, shrink-swell.
Positas part -----	Severe: too clayey -----	Severe: shrink-swell, low strength.	Severe: slope, low strength, shrink-swell.	Severe: low strength, shrink-swell.

TABLE 3.—*Building site development*—Continued

Soil name and map symbol	Shallow excavations	Dwellings without basements	Small commercial buildings	Local roads and streets
¹ MeD2: Milpitas part -----	Severe: too clayey ----	Moderate: slope -----	Severe: slope -----	Severe: low strength, shrink-swell.
Positas part -----	Severe: too clayey ----	Severe: slope, low strength, shrink-swell.	Severe: slope, low strength, shrink-swell.	Severe: low strength, shrink-swell.
¹ MeE2, ¹ MeF2: Milpitas part -----	Severe: slope, too clayey.	Severe: slope -----	Severe: slope -----	Severe: slope, low strength, shrink-swell.
Positas part -----	Severe: slope, too clayey.	Severe: slope, low strength, shrink-swell.	Severe: slope, low strength, shrink-swell.	Severe: slope, low strength, shrink-swell.
Orthents: OAG -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Severe: slope.
TbE2 -----	Severe: slope, too clayey.	Severe: slope, shrink-swell.	Severe: slope, shrink-swell.	Severe: slope, low strength, shrink-swell.
odos: ¹ TdF2: Todos part -----	Severe: slope, too clayey.	Severe: slope, shrink-swell.	Severe: slope, shrink-swell.	Severe: slope, low strength, shrink-swell.
Lodo part -----	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: slope, depth to rock, low strength.
Orthents, cut and fill areas: XA -----				
aca: ZeD2 -----	Severe: slope, too clayey.	Severe: low strength, shrink-swell.	Severe: slope, low strength, shrink-swell.	Severe: slope, low strength, shrink-swell.
ZeE2, ZeF2 -----	Severe: slope -----	Severe: slope, low strength, shrink-swell.	Severe: slope, low strength, shrink-swell.	Severe: slope, low strength, shrink-swell.

¹ This mapping unit is made up of two or more dominant kinds of soil. See description of the mapping unit for composition and behavior characteristics of the whole mapping unit.

SANTA BARBARA COUNTY, CALIFORNIA, SOUTH COASTAL PART

TABLE 4.—*Sanitary facilities*

Some terms that describe restrictive soil features are defined in the Glossary. See text for definitions of "slight," "moderate," "good," and "fair." Absence of an entry indicates that the soil was not rated]

Soil name and map symbol	Septic tank absorption fields	Sewage lagoon areas	Trench sanitary landfill	Area sanitary landfill	Daily cover for landfill
Aguents: AC -----	Severe: wetness.	Severe: wetness, floods.	Severe: wetness.	Severe: wetness.	Poor: wetness.
Aquepts: AD -----	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Poor: wetness.
Ballard: BaA -----	Slight -----	Moderate: seepage.	Slight -----	Slight -----	Good.
Ballard: BaC -----	Slight -----	Moderate: slope, seepage.	Slight -----	Slight -----	Good.
Ballard variant: BaC -----	Moderate: large stones.	Severe: seepage.	Severe: seepage.	Severe: seepage.	Fair: large stones.
Baywood: BaC -----	Slight -----	Severe: seepage.	Severe: seepage.	Severe: seepage.	Fair: too sandy.
Beaches: BE -----					
Botella: BgA -----	Severe: percs slowly.	Slight -----	Moderate: too clayey.	Slight -----	Fair: too clayey.
BgC. BhC -----	Severe: percs slowly.	Moderate: slope.	Moderate: too clayey.	Slight -----	Fair: too clayey.
Botella variant: BkC2 -----	Severe: percs slowly.	Moderate: slope.	Moderate: too clayey.	Slight -----	Fair: too clayey.
BkD2 -----	Severe: percs slowly.	Severe: slope ----	Moderate: slope, too clayey.	Moderate: slope.	Fair: slope, too clayey.
Camarillo: Ca -----	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Poor: wetness.
Camarillo variant: Cb -----	Severe: percs slowly, wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Severe: wetness, floods.	Poor: wetness.
Elder: EaA -----	Moderate: percs slowly, floods.	Severe: floods ----	Moderate: floods.	Moderate: floods.	Good.
EaB -----	Moderate: percs slowly, floods.	Severe: floods ----	Moderate: floods.	Moderate: floods.	Good.
¹ Eb: Elder part -----	Moderate: percs slowly, floods.	Severe: floods ----	Moderate: floods.	Moderate: floods.	Good.
Soboba part -----	Severe: floods ----	Severe: seepage, floods.	Severe: too sandy, seepage, floods.	Severe: seepage, floods.	Poor: large stones, small stones, too sandy.
¹ GbG: Gaviota part -----	Severe: slope, depth to rock.	Severe: slope, seepage.	Severe: slope, depth to rock, seepage.	Severe: slope, seepage.	Poor: slope, thin layer.
Rock outcrop part -----					
Goleta: GcA, GdA -----	Moderate: floods.	Severe: floods ----	Moderate: floods.	Moderate: floods.	Good.

SOIL SURVEY

TABLE 4.—Sanitary facilities—Continued

Soil name and map symbol	Septic tank absorption fields	Sewage lagoon areas	Trench sanitary landfill	Area sanitary landfill	Daily cover for landfill
Lodo: Cont. ¹ LeG:					
Lodo part -----	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: depth to rock, slope.	Severe: slope ----	Poor: slope, thin layer, area reclaim.
Sespe part -----	Severe: slope, percs slowly, depth to rock.	Severe: slope, depth to rock.	Severe: slope ----	Severe: slope ----	Poor: slope.
Metz: Mc -----	Severe: floods ----	Severe: seepage, floods.	Severe: seepage, floods.	Severe: seepage, floods.	Fair: too sandy.
Milpitas: MdC -----	Severe: percs slowly.	Moderate: slope.	Severe: too clayey.	Slight -----	Fair: thin layer large stones.
MdD -----	Severe: percs slowly.	Severe: slope ----	Severe: too clayey.	Moderate: slope.	Fair: slope, large stones, thin layer.
MdE -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: too clayey.	Severe: slope ----	Poor: slope.
MdF -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: slope, too clayey.	Severe: slope ----	Poor: slope.
² MeC: Milpitas part -----	Severe: percs slowly.	Moderate: slope.	Severe: too clayey.	Slight -----	Fair: thin layer
Positas part -----	Severe: percs slowly.	Moderate: slope.	Moderate: too clayey.	Slight -----	Poor: too clayey
³ MeD2: Milpitas part -----	Severe: percs slowly.	Severe: slope ----	Severe: too clayey.	Moderate: slope.	Fair: slope, thin layer.
Positas part -----	Severe: percs slowly.	Severe: slope ----	Moderate: too clayey.	Moderate: slope.	Poor: slope, too clayey.
³ MeE2: Milpitas part -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: too clayey.	Severe: slope ----	Poor: slope.
Positas part -----	Severe: slope, percs slowly.	Severe: slope ----	Moderate: slope, too clayey.	Severe: slope ----	Poor: slope, too clayey.
³ MeF2: Milpitas part -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: slope, too clayey.	Severe: slope ----	Poor: slope.
Positas part -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: slope ----	Severe: slope ----	Poor: slope.
Orthents: OAG -----	Severe: slope ----	Severe: slope ----	Severe: slope ----	Severe: slope ----	Poor: slope.
Todos: TbD2 -----	Severe: percs slowly.	Severe: slope ----	Severe: depth to rock, too clayey.	Moderate: slope.	Poor: too clayey
TbE2 -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: depth to rock, too clayey.	Severe: slope ----	Poor: slope, too clayey.
³ TdF2: Todos part -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: slope, depth to rock, too clayey.	Severe: slope ----	Poor: slope, too clayey.
Lodo part -----	Severe: slope, depth to rock.	Severe: slope, depth to rock.	Severe: depth to rock, slope.	Severe: slope ----	Poor: slope, thin layer, area reclaim.

SANTA BARBARA COUNTY, CALIFORNIA, SOUTH COASTAL PART

TABLE 4.—*Sanitary facilities*—Continued

Soil name and map symbol	Septic tank absorption fields	Sewage lagoon areas	Trench sanitary landfill	Area sanitary landfill	Daily cover for landfill
Xerorthents, cut and fill areas: XA -----					
Zaca: ZaD2 -----	Severe: percs slowly.	Severe: slope ----	Severe: too clayey.	Moderate: slope.	Poor: too clayey
ZaE2 -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: too clayey.	Severe: slope ----	Poor: slope, too clayey.
ZaF2 -----	Severe: slope, percs slowly.	Severe: slope ----	Severe: slope, too clayey.	Severe: slope ----	Poor: slope, too clayey.

¹ This mapping unit is made up of two or more dominant kinds of soil. See description of the mapping unit for composition and behavior characteristics of the whole mapping unit.

SOIL SURVEY

TABLE 5.—Construction materials—Continued

Soil name and map symbol	Roadfill	Sand	Gravel	Topsoil
¹ MeE2: Milpitas part -----	Poor: slope, low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: slope.
Positas part -----	Poor: low strength -----	Poor: excess fines -----	Unsuited -----	Poor: slope.
Milpitas: ¹ MeF2: Milpitas part -----	Poor: slope, low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: slope.
Positas part -----	Poor: slope, low strength.	Poor: excess fines -----	Unsuited -----	Poor: slope.
Orthents: OAG -----	Poor: slope -----	Unsuited -----	Unsuited -----	Poor: slope.
Todos: TbD2 -----	Poor: low strength, shrink-swell.	Unsuited -----	Unsuited -----	Fair: too clayey.
TbE2 -----	Poor: low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: slope.
¹ TdF2: Todos part -----	Poor: slope, low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: slope.
Lodo part -----	Poor: slope, thin layer, area reclaim.	Unsuited -----	Unsuited -----	Poor: slope, thin layer, area reclaim.
Xerorthents, cut and fill areas: XA -----				
Zaca: ZaD2 -----	Poor: low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: too clayey.
Zaca: Cont. ZaE2 -----	Poor: low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: slope, too clayey.
ZaF2 -----	Poor: slope, low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: slope, too clayey.

¹ This mapping unit is made up of two or more dominant kinds of soil. See description of the mapping unit for composition and behavior characteristics of the whole mapping unit.

SOIL SURVEY

TABLE 5.—Construction materials

["Shrink-swell" and some of the other terms that describe restrictive soil features are defined in the Glossary. See text for definitions of "good," "fair," "poor," and "unsuited." Absence of an entry indicates that the soil was not rated]

Soil name and map symbol	Roadfill	Sand	Gravel	Topsoil
Aquents: AC -----				
Aquepts: AD -----	Poor: wetness -----	Unsuited -----	Unsuited -----	Poor: wetness, excess salt.
Ballard: BaA, BaC -----	Fair: low strength -----	Fair: excess fines -----	Fair: excess fines -----	Fair: small stones.
Ballard variant: BbC -----	Fair: low strength -----	Poor: excess fines -----	Unsuited -----	Poor: large stones.
Baywood: BcC -----	Good -----	Poor: excess fines -----	Unsuited -----	Poor: too sandy.
Beaches: BE -----				
Botella variant: BtC2 -----	Poor: low strength -----	Unsuited -----	Unsuited -----	Fair: too clayey.
BtD2 -----	Fair: shrink-swell, low strength.	Unsuited -----	Unsuited -----	Fair: slope, too clayey.
Camarillo variant: Cb -----	Poor: wetness, shrink-swell, low strength.	Unsuited -----	Unsuited -----	Poor: wetness.
Elder: EaA, EaB -----	Good -----	Poor: excess fines -----	Unsuited -----	Good.
¹ Eb: Elder part -----	Good -----	Poor: excess fines -----	Unsuited -----	Good.
Soboba part -----	Fair: large stones -----	Fair: excess fines -----	Fair: excess fines -----	Poor: too sandy, large stones, small stones.
¹ GbG: Gaviota part -----	Poor: slope, thin layer, area reclaim.	Unsuited -----	Unsuited -----	Poor: slope, area reclaim.
Rock outcrop part -----				
Goleta: GcA, GcC GdA -----	Fair: low strength -----	Unsuited -----	Unsuited -----	Good.
¹ LcG: Lodo part -----	Poor: slope, thin layer, area reclaim.	Unsuited -----	Unsuited -----	Poor: slope, thin layer, area reclaim.
Sespe part -----	Poor: slope -----	Unsuited -----	Unsuited -----	Poor: slope.
Metz: Mc -----	Good -----	Poor: excess fines -----	Unsuited -----	Poor: too sandy.
Milpitas: MdC, MdD -----	Poor: low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: large stones.
MdE, MdF -----	Poor: slope, low strength, shrink-swell.	Unsuited -----	Unsuited -----	Poor: large stones, slope.
¹ MeC: Milpitas part -----	Poor: low strength, shrink-swell.	Unsuited -----	Unsuited -----	Good.
Positas part -----	Poor: low strength -----	Unsuited -----	Unsuited -----	Fair: small stones.
¹ MeD2: Milpitas part -----	Poor: low strength, shrink-swell.	Unsuited -----	Unsuited -----	Fair: slope.
Positas part -----	Poor: low strength -----	Poor: excess fines -----	Unsuited -----	Fair: slope, small stones.

SOIL SURVEY

TABLE 6.—*Water management*

seepage," and some of the other terms that describe restrictive soil features are defined in the Glossary. Absence of an entry indicates that the soil was not evaluated]

Soil name and map symbol	Pond reservoir areas	Embankments, dikes, and levees	Drainage	Irrigation	Terraces and diversions	Grassed waterways
uents: AC			Wetness	Wetness	Wetness	Wetness.
uepts: AD	Excess humus	Excess humus	Floods, wetness, excess salt.	Floods, wetness, excess salt.	Wetness	Wetness, excess salt.
llard: eA	Seepage	Piping, seepage.	Favorable	Favorable	Piping	Favorable.
eC	Seepage	Piping, seepage.	Slope	Slope	Slope, piping	Slope.
llard variant: eC	Seepage, slope	Large stones, piping.	Slope	Slope, large stones.	Large stones, slope.	Large stones, slope.
ywood: eC	Slope, seepage	Piping, seepage.	Slope, cutbanks cave.	Slope, droughty, fast intake.	Piping, too sandy, soil blowing.	Slope, droughty
aches: E						
ella variant: eC2. B&D2	Slope	Low strength, shrink-swell.	Slope, percs slowly.	Slope, percs slowly.	Slope, percs slowly.	Slope, percs slowly.
narillo variant: eB	Favorable	Piping, shrink-swell, low strength.	Wetness, percs slowly, floods.	Wetness, percs slowly, floods.	Wetness, percs slowly, poor outlets.	Wetness, percs slowly, excess salt.
er: eA	Seepage	Piping	Favorable	Droughty	Slope, piping	Slope.
eB	Slope, seepage	Piping	Slope	Slope, droughty.	Slope, piping	Slope.
Eb: Elder part	Slope, seepage	Piping	Slope	Slope, droughty.	Slope, piping	Slope.
Soboba part	Seepage	Large stones, seepage, floods.	Floods	Slope, droughty, floods.	Too sandy, large stones.	Droughty, large stones.
GbG: Gaviota part	Slope, depth to rock.	Slope, thin layer, piping.	Slope, depth to rock.	Slope, rooting depth.	Slope, depth to rock, piping.	Slope, rooting depth.
Rock outcrop part						
eta: eA. GdA	Seepage	Piping, low strength.	Favorable	Favorable	Piping	Favorable.
LeG: Lodo part	Slope, depth to rock.	Thin layer, shrink-swell, low strength.	Complex slope, depth to rock.	Complex slope, rooting depth.	Complex slope, depth to rock.	Slope, rooting depth.
Sespe part	Slope, depth to rock.	Low strength, shrink-swell, thin layer.	Slope, percs slowly, depth to rock.	Slope, percs slowly.	Slope, depth to rock, percs slowly.	Slope, percs slowly.
z: c	Seepage	Piping, seepage.	Floods	Fast intake, droughty, floods.	Too sandy, piping, erodes easily.	Slope, droughty, erodes easily.

TABLE 6.—*Water management*—Continued

Soil name and map symbol	Pond reservoir areas	Embankments, dikes, and levees	Drainage	Irrigation	Terraces and diversions	Grassed waterways
Positas: C MeD MeE	Slope	Shrink-swell, low strength, piping.	Percs slowly, slope.	Percs slowly, rooting depth, slope.	Percs slowly, rooting depth, slope.	Percs slowly, rooting depth, slope.
MeC ¹ MeD ² MeE ² MeF ² : Milpitas part	Slope	Shrink-swell, low strength, piping.	Percs slowly, slope.	Percs slowly, rooting depth, slope.	Percs slowly, rooting depth, slope.	Percs slowly, rooting depth, slope.
Positas part	Slope	Low strength, piping, hard to pack.	Slope, percs slowly.	Slope, percs slowly.	Slope, percs slowly, piping.	Slope, percs slowly.
Positas: G	Slope	Large stones, erodes easily.	Slope	Slope, erodes easily.	Slope	Slope, erodes easily.
MeC ¹ MeD ² MeE ² MeF ² : TbE2	Slope, depth to rock.	Low strength, shrink-swell, compressible.	Percs slowly, slope.	Slow intake, slope, percs slowly.	Slope, percs slowly.	Slope, percs slowly.
MeC ¹ MeD ² MeE ² MeF ² : Fodos part	Slope, depth to rock.	Low strength, shrink-swell, compressible.	Percs slowly, slope.	Slow intake, slope, percs slowly.	Slope, percs slowly.	Slope, percs slowly.
Fodos part	Slope, depth to rock.	Thin layer, shrink-swell, low strength.	Complex slope, depth to rock.	Complex slope, rooting depth.	Complex slope, depth to rock.	Slope, rooting depth.
Positas, cut fill areas:						
MeC ¹ MeD ² MeE ² MeF ² : ZaE2, ZaF2	Slope	Low strength, compressible, shrink-swell.	Complex slope, percs slowly.	Complex slope, slow intake.	Complex slope, percs slowly.	Percs slowly, slope.

This mapping unit is made up of two or more dominant kinds of soil. See description of the mapping unit for composition and behavior characteristics of the whole mapping unit.

SANTA BARBARA COUNTY, CALIFORNIA, SOUTH COASTAL PART

TABLE 8.—Physical and chemical properties of soils-

Soil name and map symbol	Depth	Permeability	Shrink-swell potential	Risk of corrosion	
				Uncoated steel	Concrete
	<i>In</i>	<i>In/hr</i>			
Agueda:					
AaA, AaC, AaD -----	0-33	0.6-2.0	Moderate -----	High -----	Low -----
	33-66	0.6-2.0	Low -----	High -----	Low -----
¹ AbC:					
Agueda part -----	0-33	0.6-2.0	Moderate -----	High -----	Low -----
	33-66	0.6-2.0	Low -----	High -----	Low -----
Goleta part -----	0-40	0.6-2.0	Low -----	Moderate -----	Low -----
	40-55	0.6-2.0	Low -----	High -----	Low -----
	55-72	0.6-2.0	Low -----	High -----	Low -----
Aquents:					
AC -----	0-60				
Aquepts:					
AD -----	0-60				
Argixerolls:					
¹ AE:					
Argixerolls part -----	0-48	0.06-0.2	Moderate -----	High -----	Low -----
Xererts part -----	0-48	0.06-0.2	High -----	High -----	Low -----
Arnold:					
AgD, AgE2, AgF2, AgG -----	0-58	6.0-20.0	Low -----	Moderate -----	Moderate -----
	58				
Ayar:					
AhE2, AhF2, AhG -----	0-40	0.06-0.2	High -----	High -----	Low -----
	40				
Ballard:					
BaA, BaC -----	0-31	0.6-2.0	Low -----	Moderate -----	Moderate -----
	31-42	0.6-2.0	Low -----	Moderate -----	Moderate -----
	42-60	0.6-2.0	Low -----	Moderate -----	Moderate -----
Ballard variant:					
BbC -----	0-24	0.6-2.0	Low -----	Moderate -----	Moderate -----
	24-35	0.6-2.0	Low -----	Moderate -----	Moderate -----
	35-60	2.0-6.0	Low -----	Moderate -----	Moderate -----
Baywood:					
BcC -----	0-62	6.0-20	Very low -----	Moderate -----	Moderate -----
Beaches:					
BE -----					
Botella:					
BgA, BgC -----	0-5	0.2-0.6	Moderate -----	Moderate -----	Moderate -----
	5-72	0.2-0.6	Moderate -----	Moderate -----	Moderate -----
BhC -----	0-5	0.2-0.6	Moderate -----	Moderate -----	Moderate -----
	5-72	0.2-0.6	Moderate -----	Moderate -----	Moderate -----
Botella variant:					
BkC2, BkD2 -----	0-7	0.2-0.6	Moderate -----	Moderate -----	Moderate -----
	7-73	0.2-0.6	Moderate -----	High -----	Low -----
	73-80	0.2-0.6	Moderate -----	High -----	Low -----
Camarillo:					
Ca -----	0-19	0.6-2.0	Low -----	High -----	Low -----
	19-57	0.6-2.0	Low -----	High -----	Low -----
Camarillo variant:					
Cb -----	0-7	2.0-6.0	Low -----	High -----	Low -----
	7-35	0.2-6.0	Low -----	High -----	Low -----
	35-72	0.06-0.2	High -----	High -----	Low -----

SANTA BARBARA COUNTY, CALIFORNIA, SOUTH COASTAL PART

TABLE 8.—Physical and chemical properties of soils-

Soil name and map symbol	Depth	Permeability	Shrink-swell potential	Risk of corrosion	
				Uncoated steel	Concrete
	<i>In</i>	<i>In/h-</i>			
Capitan: CcF -----	0-9 9-17 17	0.6-2.0 0.6-2.0	Moderate ----- Moderate -----	High ----- High -----	Low ----- Low -----
³ CdG: Capitan part -----	0-9 9-17 17	0.6-2.0 0.6-2.0	Moderate ----- Low -----	High ----- High -----	Low ----- Low -----
Rock outcrop part.					
Concepcion: Ce5 -----	0-23 23-37 37-64	2.0-6.0 <0.06 0.06-0.2	Low ----- High ----- Moderate -----	Moderate ----- High ----- High -----	Moderate ----- Moderate ----- Moderate -----
CgA, CgC, CgC2, CgD2, CgE2, CgF2-----	0-27 27-37 37-64	0.6-2.0 <0.06 0.06-0.2	Low ----- High ----- Moderate -----	High ----- High ----- High -----	Moderate ----- Moderate ----- Moderate -----
Cortina: ChC -----	0-60	6.0-20	Low -----	Moderate -----	Low -----
Crow Hill: CkD2, CkE2, CkF, CkG -----	0-31 31	0.2-0.6	Low -----	Moderate -----	Moderate -----
³ Dho: DoD, DoE2, DoF2 -----	0-50 50	0.06-0.2	High -----	High -----	Low -----
Dune land: DU.					
Elder: EaA, EaB -----	0-30 30-72	0.6-2.0 0.6-2.0	Low ----- Low -----	Moderate ----- High -----	Moderate ----- Moderate -----
³ Eb: Elder part -----	0-30 30-72	0.6-2.0 0.6-2.0	Low ----- Low -----	Moderate ----- High -----	Moderate ----- Moderate -----
Soboba part -----	0-17 17-60	>20 >20	Low ----- Low -----	Low ----- Moderate -----	Low ----- Low -----
Scarpment: ES.					
Gaviota: GaE, GaG -----	0-15 15	0.6-2.0	Low -----	Moderate -----	Low -----
³ GbG: Gaviota part -----	0-10 10	0.6-2.0	Low -----	Moderate -----	Low ----- Low -----
Rock outcrop part.					
Gaviota: GcA, GcC, GdA -----	0-40 40-55 55-72	0.6-2.0 0.6-2.0 0.6-2.0	Low ----- Low ----- Low -----	High ----- High ----- High -----	Low ----- Low ----- Low -----
Mullied land: GU.					
LaF2, LeG -----	0-48 48	0.2-0.6	Moderate -----	High -----	Low -----

TABLE 8.—Physical and chemical properties of soils—

Soil name and map symbol	Depth	Permeability	Shrink-swell potential	Risk of corrosion	
				Uncoated steel	Concrete
	<i>In</i>	<i>In/hr</i>			
Lodo: ¹ LbG: Lodo part -----	0-11 11	0.6-2.0	Moderate -----	Moderate -----	Low -----
Rock outcrop part.					
¹ LcG: Lodo part -----	0-11 11	0.6-2.0	Moderate -----	Moderate -----	Low -----
Sespe part -----	0-11 11-38 38	0.2-0.6 0.06-0.2	Moderate ----- Moderate -----	High ----- High -----	Moderate ----- Moderate -----
Lopez: ¹ LdG, ¹ LdH: Lopez part -----	0-6 6-16 16	0.6-2.0 0.6-2.0	Low ----- Low -----	Moderate ----- Moderate -----	Moderate ----- Moderate -----
Rock outcrop part.					
¹ LeE2, ¹ LeF2: Lopez part -----	0-6 6-16 16	0.6-2.0 0.6-2.0	Low ----- Low -----	Moderate ----- Moderate -----	Moderate ----- Moderate -----
Santa Lucia part -----	0-24 24	0.6-2.0	Low -----	High -----	High -----
Los Osos: LgE2, LgF2 -----	0-10 10-34 34	0.2-0.6 0.06-0.2	High ----- High -----	Moderate ----- Moderate -----	Moderate ----- Moderate -----
¹ LhG: Los Osos part -----	0-10 10-34 34	0.2-0.6 0.06-0.2	High ----- High -----	Moderate ----- Moderate -----	Moderate ----- Moderate -----
Maymen part -----	0-4 4-14 14	0.6-2.0 0.6-2.0	Low ----- Low -----	High ----- High -----	High ----- High -----
Maymen: MaE, MaG -----	0-4 4-14 14	0.6-2.0 0.6-2.0	Low ----- Low -----	High ----- High -----	High ----- High -----
¹ MbH: Maymen part -----	0-4 4-14 14	0.6-2.0 0.6-2.0	Low ----- Low -----	High ----- High -----	High ----- High -----
Rock outcrop part.					
Metz: Mc -----	0-16 16-66	2.0-6.0 6.0-20.0	Low ----- Low -----	High ----- High -----	Low ----- Low -----
Milpitas: MdC, MdD, MdE, MdF -----	0-25 25-54 54-68	0.6-2.0 <0.06 6.0-20	Low ----- High ----- Low -----	Moderate ----- High ----- Moderate -----	Moderate ----- Moderate ----- Moderate -----
¹ leC: Milpitas part -----	0-25 25-54 54-68	0.6-2.0 <0.06 6.0-20	Low ----- High ----- Low -----	Moderate ----- High ----- Moderate -----	Moderate ----- Moderate ----- Moderate -----

SANTA BARBARA COUNTY, CALIFORNIA, SOUTH COASTAL PART

TABLE 8.—Physical and chemical properties of soils—

Soil name and map symbol	Depth	Permeability	Shrink-swell potential	Risk of corrosion	
				Uncoated steel	Concrete
	<i>In</i>	<i>In/hr</i>			
Milpitas: Cont. MeC:					
Positas part -----	0-19	0.6-2.0	Low -----	Moderate -----	Low -----
	19-41	<0.06	High -----	High -----	Moderate -----
	41-68	<0.06	Moderate -----	High -----	Moderate -----
¹ MeD2 ¹ MeE2 ¹ MeF2:					
Milpitas part -----	0-15	0.6-2.0	Low -----	Moderate -----	Moderate -----
	15-54	<0.06	High -----	High -----	Low -----
	54-68	6.0-20	Low -----	High -----	Low -----
Positas part -----	0-19	0.6-2.0	Low -----	Moderate -----	Low -----
	19-41	<0.06	High -----	High -----	Moderate -----
	41-68	<0.06	Moderate -----	High -----	Moderate -----
Montara:					
MgF2 -----	0-18	0.2-0.6	Moderate -----	High -----	Low -----
	18				
Nacimientos:					
NaF2 -----	0-42	0.2-0.6	Moderate -----	High -----	Low -----
	42-60				
¹ NbG:					
Nacimientos part -----	0-42	0.2-0.6	Moderate -----	High -----	Low -----
	42-60				
Landslide part.					
Quartzites:					
Q -----	0-60				
Pits and dumps:					
PA.					
Riverwash:					
RA.					
Rock outcrop:					
¹ Rb:					
Rock outcrop part.					
Maymen part -----	0-4	0.6-2.0	Low -----	High -----	High -----
	4-14	0.6-2.0	Low -----	High -----	High -----
	14				
San Andreas:					
¹ SeD2:					
San Andreas part -----	0-28	2.0-6.0	Low -----	Moderate -----	Moderate -----
	28				
Tierra part -----	0-15	0.6-2.0	Low -----	High -----	Moderate -----
	15-29	<0.06	High -----	High -----	Moderate -----
	29-60	0.2-0.6	Moderate -----	High -----	Low -----
¹ SeE2:					
San Andreas part -----	0-28	2.0-6.0	Low -----	Moderate -----	Moderate -----
	28				
Tierra part -----	0-15	0.6-2.0	Low -----	Moderate -----	Moderate -----
	15-29	<0.06	High -----	Moderate -----	Moderate -----
	29-60	0.2-0.6	Moderate -----	High -----	Moderate -----
¹ SeF2:					
San Andreas part -----	0-22	2.0-6.0	Low -----	Moderate -----	Moderate -----
	22				
Tierra part -----	0-12	0.6-2.0	Low -----	Moderate -----	Moderate -----
	12-29	<0.06	High -----	Moderate -----	Moderate -----
	29-60	0.2-0.6	Moderate -----	High -----	Moderate -----

SANTA BARBARA COUNTY, CALIFORNIA, SOUTH COASTAL PART

TABLE 8.—Physical and chemical properties of soils.

Soil name and map symbol	Depth	Permeability	Shrink-swell potential	Risk of corrosion	
				Uncoated steel	Concrete
	<i>In</i>	<i>In/hr</i>			
Sanitary landfill areas: SB.					
Santa Lucia: ScD2, ScE2, ScF2, ScG	0-24 24	0.6-2.0	Low	High	High
Tierra: TaE2:					
Tierra part	0-8 8-29 29-60	0.6-2.0 <0.06 0.2-0.6	Low High Moderate	High High High	Moderate Moderate Low
San Andreas part	0-19 19	2.0-6.0	Low	Moderate	Moderate
Todos: TbD2, TbE2	0-18 18-44 44	0.06-2.0 0.06-2.0	Moderate High	Moderate High	Low Low
TdF2: Todos part	0-18 18-44 44	0.06-0.2 0.06-0.2	Moderate High	Moderate High	Low Low
Lodo part	0-11 11	0.2-2.0	Moderate	High	Low
Deposits, cut and fill areas:					
Zeolite: ZeD2, ZeE2, ZeF2	0-48 48	0.2-0.6	High	High	Low

SOIL SURVEY

TABLE 11.—*Recreational development*—Continued

Soil name and map symbol	Camp areas	Picnic areas	Playgrounds	Paths and trails
Elder: Cont. ¹ Eb:				
Elder part -----	Severe: floods -----	Moderate: floods -----	Moderate: slope, floods.	Slight.
Soboba part -----	Severe: floods -----	Severe: too sandy -----	Severe: large stones, small stones, slope.	Moderate: large stones, too sandy, floods.
Escarpment: ES				
Gaviota: G _a E -----	Severe: slope -----	Severe: slope -----	Severe: slope, depth to rock.	Moderate: slope.
G _a G -----	Severe: slope -----	Severe: slope -----	Severe: slope, depth to rock.	Severe: slope.
¹ G _b G: Gaviota part -----	Severe: slope -----	Severe: slope -----	Severe: slope, depth to rock.	Severe: slope.
Rock outcrop part-----				
Goleta: G _c A, G _d A -----	Slight -----	Slight -----	Slight -----	Slight.
G _c C -----	Slight -----	Slight -----	Moderate: slope -----	Slight.
Gullied land: GU				
Linne: L _a E -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Moderate: too clayey.
L _a F ₂ , L _a G -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Severe: slope.
Lodo: ¹ L _b G:				
Lodo part -----	Severe: slope -----	Severe: slope -----	Severe: slope, depth to rock.	Severe: slope.
Rock outcrop part-----				
¹ L _c G: Lodo part -----	Severe: slope -----	Severe: slope -----	Severe: slope, depth to rock.	Severe: slope.
Sespe part -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Severe: slope.
Lopez: ¹ L _d G, ¹ L _d H:				
Lopez part -----	Severe: slope -----	Severe: slope -----	Severe: slope, small stones, depth to rock.	Severe: slope.
Rock outcrop part-----				
¹ L _e E ₂ : Lopez part -----	Severe: slope -----	Severe: slope -----	Severe: slope, small stones, depth to rock.	Moderate: slope, small stones.
Santa Lucia part-----	Severe: slope, small stones.	Severe: slope, small stones.	Severe: slope, small stones.	Severe: small stones.
¹ L _e F ₂ : Lopez part -----	Severe: slope -----	Severe: slope -----	Severe: slope, small stones, depth to rock.	Severe: slope.
Santa Lucia part --	Severe: slope, small stones.	Severe: slope, small stones.	Severe: slope, small stones.	Severe: slope, small stones.
Los Osos: L _g E ₂ -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Moderate: slope.

SOIL SURVEY

TABLE 11.—*Recreational development*—Continued

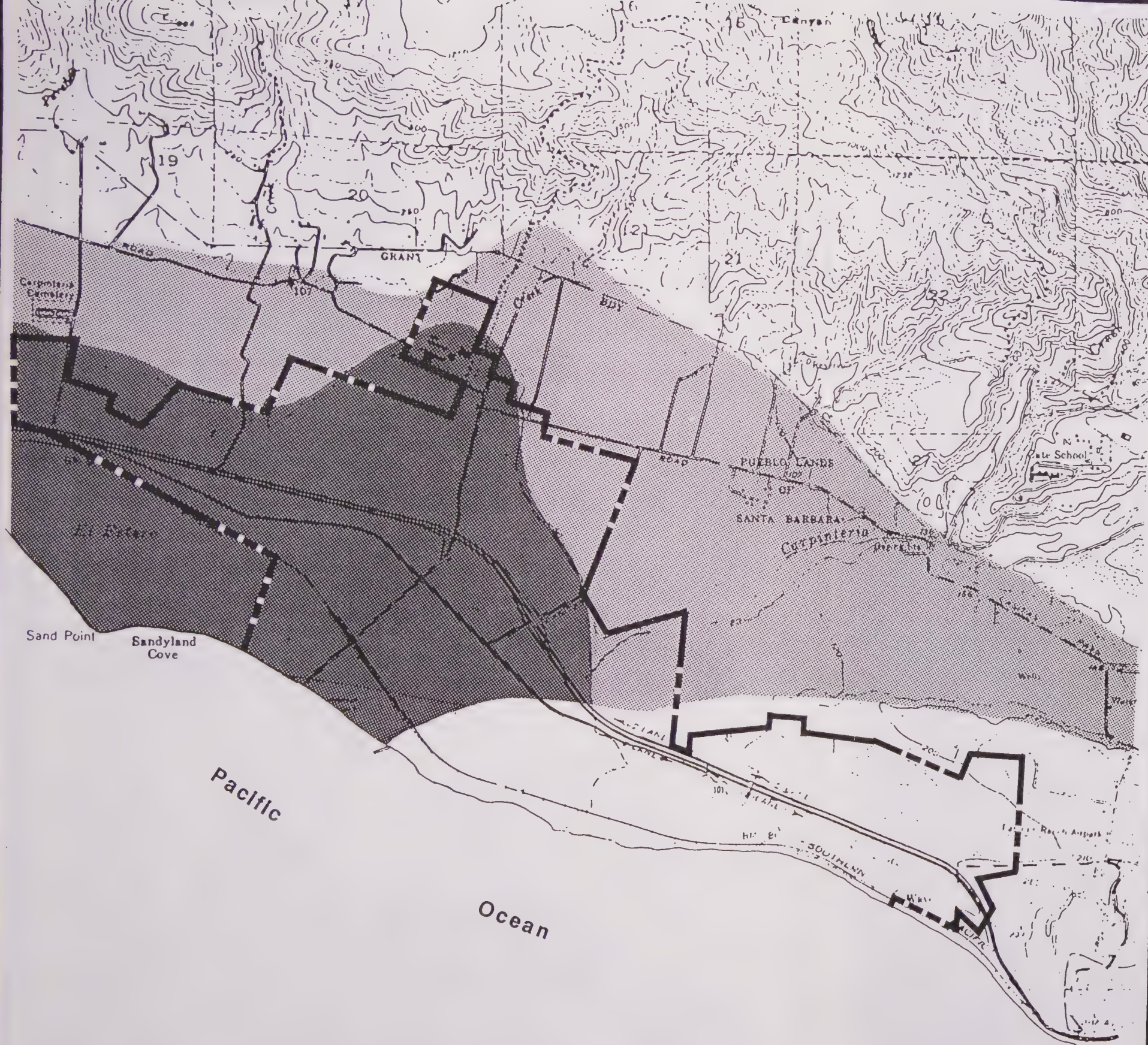
Soil name and map symbol	Camp areas	Picnic areas	Playgrounds	Paths and trails
Orthents: OAG -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Severe: slope -----
Pits and dumps: PA -----				
Riverwash: RA -----				
Rock outcrop: ¹ Rb: Rock outcrop part-----				
Maymen part -----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Severe: slope.
San Andreas: ¹ SoD2: San Andreas part-----	Moderate: slope -----	Moderate: slope -----	Severe: slope -----	Slight.
Tierra part -----	Severe: percs slowly --	Moderate: slope -----	Severe: slope, percs slowly.	Slight.
¹ SoE2: San Andreas part-----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Moderate: slope.
Tierra part -----	Severe: slope, percs slowly.	Severe: slope -----	Severe: slope, percs slowly.	Moderate: slope.
¹ SoF2: San Andreas part-----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Severe: slope.
Tierra part -----	Severe: slope, percs slowly.	Severe: slope -----	Severe: slope, percs slowly.	Severe: slope.
Sanitary landfill areas: SB -----				
Santa Lucia: ScD2 -----	Severe: small stones --	Severe: small stones --	Severe: slope, small stones.	Severe: small stones.
ScE2 -----	Severe: slope, small stones.	Severe: slope, small stones.	Severe: slope, small stones.	Severe: small stones.
ScF2, ScG -----	Severe: slope, small stones.	Severe: slope, small stones.	Severe: slope, small stones.	Severe: slope, small stones.
Tierra: ¹ ToE2: Tierra part -----	Severe: slope -----	Severe: slope -----	Severe: slope, percs slowly.	Moderate: slope.
San Andreas part-----	Severe: slope -----	Severe: slope -----	Severe: slope -----	Moderate: slope.
Todos: TbD2 -----	Moderate: slope, too clayey.	Moderate: slope, too clayey.	Severe: slope, too clayey.	Moderate: too clayey.
TbE2 -----	Severe: slope -----	Severe: slope -----	Severe: slope, too clayey.	Moderate: too clayey, slope.
¹ TdF2: Todos part -----	Severe: slope -----	Severe: slope -----	Severe: slope, too clayey.	Severe: slope.
Lodo part -----	Severe: slope -----	Severe: slope -----	Severe: slope, depth to rock.	Severe: slope.
Xerorthents, cut and fill areas: XA -----				

SANTA BARBARA COUNTY, CALIFORNIA, SOUTH COASTAL PART

TABLE 11.—*Recreational development*—Continued

Soil name and map symbol	Camp areas	Picnic areas	Playgrounds	Paths and trails
Zaca: ZaD2 -----	Moderate: too clayey --	Moderate: too clayey --	Severe: slope, too clayey.	Moderate: too clayey.
ZaE2 -----	Severe: slope -----	Severe: slope -----	Severe: slope, too clayey.	Moderate: too clayey, slope.
ZaF2 -----	Severe: slope -----	Severe: slope -----	Severe: slope, too clayey.	Severe: slope.

¹ This mapping unit is made up of two or more dominant kinds of soil. See description of the mapping unit for composition and behavior characteristics of the whole mapping unit.



LIQUEFACTION

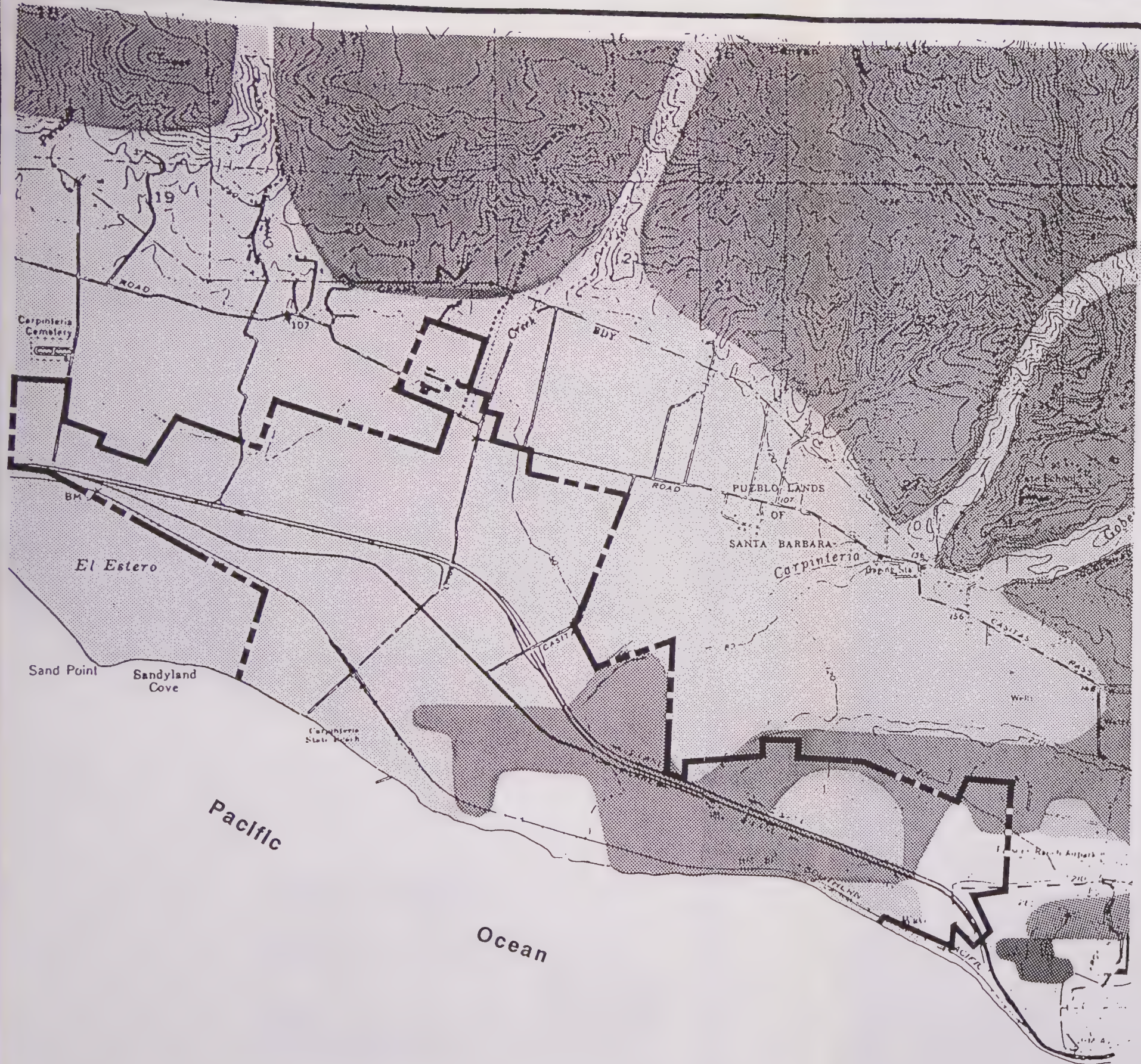
LEGEND

	1. LOW	NO VARIATION
	1. LOW	+1 to +2 (MODERATE TO HIGH)
	2. MODERATE	+1 (HIGH)
	2. MODERATE	+1 (LOW, HIGH)
	CITY BOUNDARY	

CARPINTERIA GENERAL PLAN



FIGURE 7-3
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EXPANSIVE SOILS

LEGEND

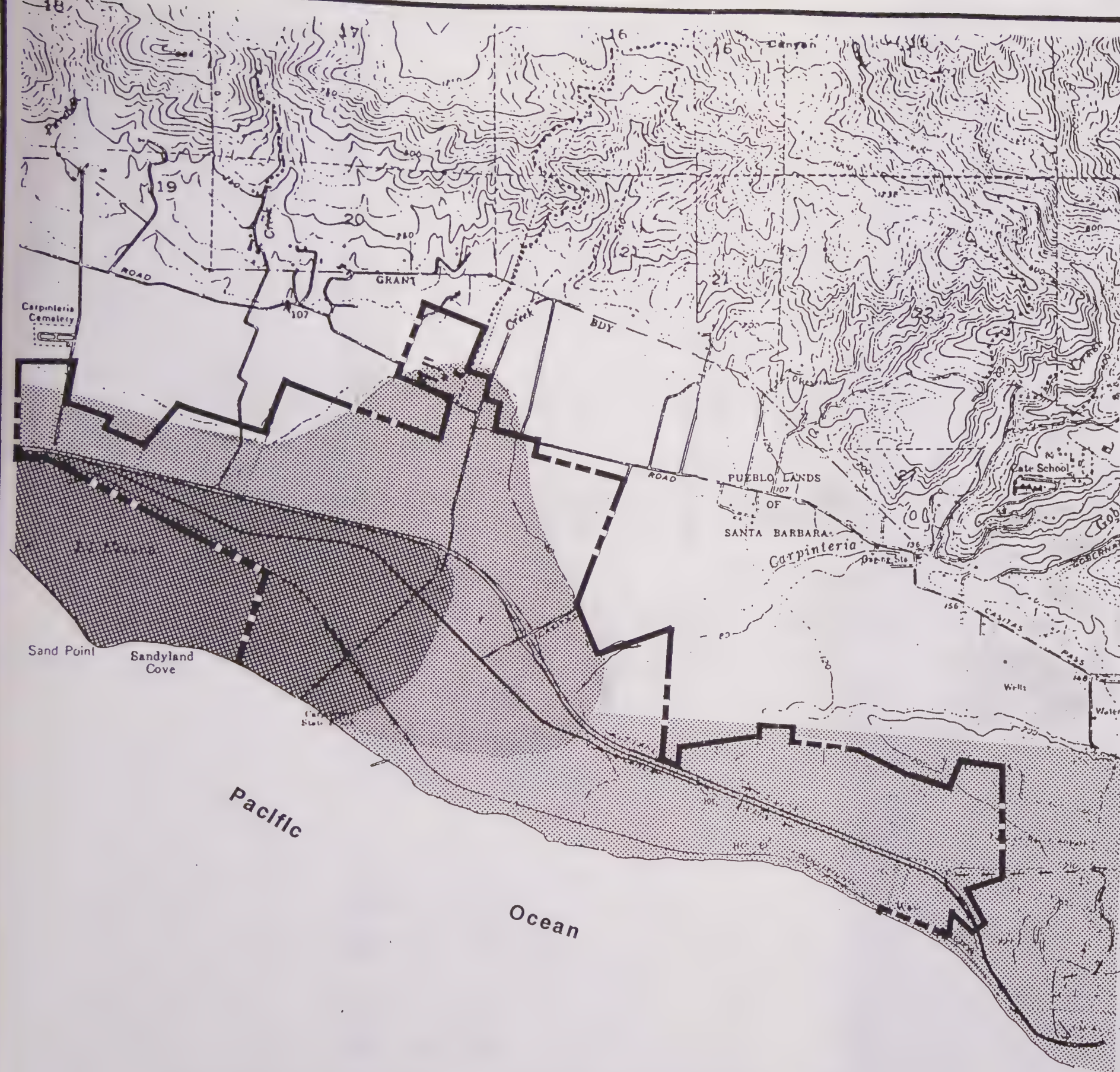
	1. LOW
	2. MODERATE
	3. HIGH
	CITY BOUNDARY

CARPINTERIA GENERAL PLAN



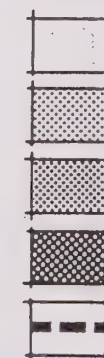
FIGURE 7-4

 Michael Brandman Associates



COMPRESSIBLE- COLLAPSIBLE SOILS

LEGEND



- | | |
|---------------|--------------------------------|
| 1. LOW | +1 to +2
(MODERATE TO HIGH) |
| 2. MODERATE | -1 (LOW) |
| 2. MODERATE | ±1 (LOW, HIGH) |
| 3. HIGH | -1 (MODERATE) |
| CITY BOUNDARY | |

CARPINTERIA GENERAL PLAN

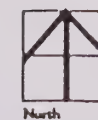
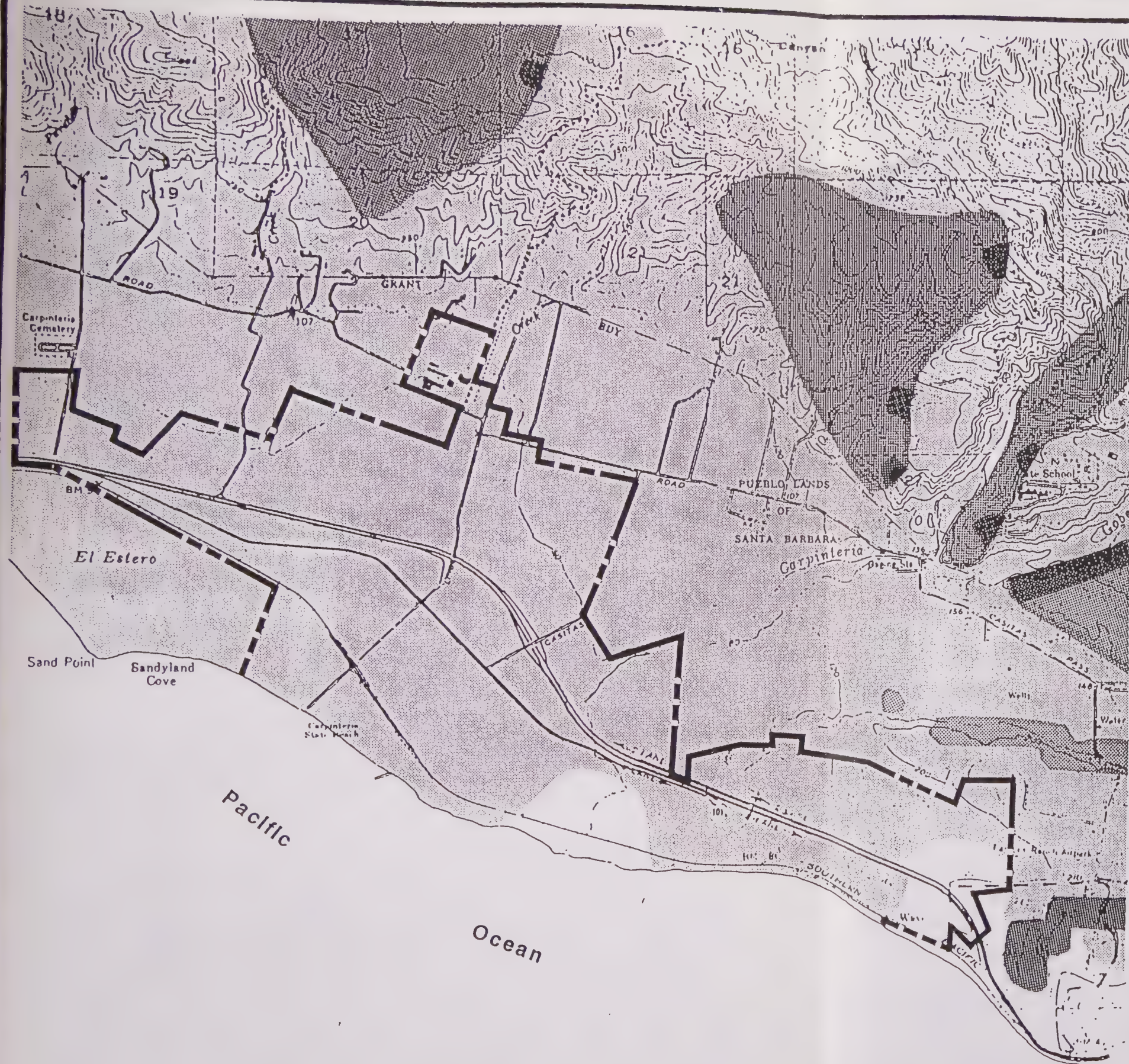


FIGURE 7-5

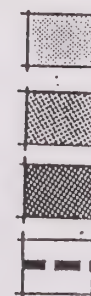


Michael Brandman Associates



SOIL CREEP POTE

LEGEND



- 1. LOW
- 2. MODERATE
- 3. HIGH
- CITY BOUNDARY

NOTE: WHERE NO PROBLEM RATING IS SHOWN, NO DATA ON CHARACTERISTIC WERE AVAILABLE. IDENTIFIED SOIL SERIES WERE PRI

CARPINTERIA GENERAL PLAN



F
M

7.4.3 Noise Appendix

The federal government has adopted a number of standards and recommended noise criteria to protect people in both the working and home environments. The standards and criteria most applicable to the City of Carpinteria are discussed below. The federal agencies involved include: Department of Labor - noise standards for the workplace; Federal Highway Administration - design noise levels for federal highway projects; Department of Housing and Urban Development - maximum noise level standards for federally-assisted housing projects, and; Environmental Protection Agency - guidelines to adequately protect the public welfare.

Department of Labor: The first federal efforts regulating noise were issued by the Department of Labor in 1969 and established noise as an occupational health hazard. As a result, two legislative acts have been adopted that regulate noise from industrial fixed-point sources resulting in hearing loss. The Walsh Healey Public Contracts Act, as amended, includes provisions for occupational noise regulations. Failure by a corporation to comply with the established standards may result in the corporation's removal from a list of bidders eligible for federal contracts.

The second legislative action, the Occupational Safety and Health Act (OSHA) of 1970, set noise exposure standards as shown in Table 1 for all businesses engaged in interstate commerce.

TABLE 1

OSHA PERMISSIBLE NOISE EXPOSURE

<u>Duration-Hours Per Day</u>	<u>Sound Level dB(A)</u>
8	90
6	92
4	95
3	97
2	100
1	105

Source: Department of Labor Occupational Noise Exposure Standard, Code of Federal Regulations, Title 29, Chapter XVII Part 1910, Subpart G, 36 FR10466, May 29, 1971, as amended and corrected through June 19, 1983.

Federal Highway Administration (FHWA): The FHWA has established noise standards for various types of land use. The FHWA noise standards by land use category for use in the planning and designing of highways are shown in Table 2. These standards apply to federally funded highway projects, and are in terms of both Equivalent Noise Level (Leq) and L₁₀. An Leq is the level of average noise intensity for the noise event over the event's measurement duration. An L₁₀ is the dB(A) noise level exceeded 10 percent of the time over the duration of the noise measurement period.

TABLE 2

FHA DESIGN NOISE LEVEL/LAND USE RELATIONSHIPS

Category	Leq ¹	L ₁₀ ²	Location	Description of Land
A	57	60	Exterior	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need, i.e., amphitheaters, parks, and open space.
B	67	70	Exterior	Picnic areas, recreation areas, playgrounds, active sport areas, and parks not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72	75	Exterior	Developed lands, properties, or activities not included in the above categories.
E	52	55	Interior	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1 Equivalent Noise Level.

2 Noise level exceeded ten percent of the time.

Source: Department of Transportation, Federal Highway Administration Highway Noise Control Standards and Procedures, Title 23, Code of Federal Regulations, Chapter 1, Subchapter J, Part 772, 38, FR 15953, June 19, 1973, as amended through May 29, 1979.

Exterior noise levels apply to outdoor areas which have regular human use and in which a lowered noise level would be beneficial. The noise level values need not be applied to areas having limited human use or where lowered noise levels would produce little benefit. The indoor level relates to indoor activities where no exterior noise-sensitive land use or activity is identified.

Department of Housing and Urban Development (HUD): It is HUD's general policy to provide minimum national noise standards applicable to HUD programs to protect citizens against excessive noise in their communities and places of residence. HUD has adopted environmental criteria and standards for determining project acceptability and necessary mitigation measures to insure that activities assisted by HUD achieve the goal of a suitable living environment. By "activities assisted," HUD is referring to its various housing and urban development financial assistance programs.

HUD's overall goal is for exterior residential noise levels not to exceed 55 dB day-night average sound level (Ldn) and for interior noise levels not to exceed 45 dB Ldn. However, as Table 3 indicates, for purposes of regulation and to meet other program objectives, exterior sound levels of 65 dB Ldn and below are acceptable and allowable. Projects within 65 to 75 dB Ldn require special environmental clearance and additional noise insulation. Projects with a 75 dB and greater require Ldn submittal of an Environmental Impact Statement (EIS).

TABLE 3
HUD SITE ACCEPTABILITY STANDARDS

<u>Acceptability</u>	<u>Ldn</u>	<u>Special Approvals and Requirements</u>
Acceptable	65 dB and less	None
Normally Unacceptable	65 dB to 75 dB	Special environment clearance and 5 dB additional attenuation for building with 65 to 70 dB Ldn and 10 dB additional attenuation for buildings within 70 to 75 dB Ldn.
Unacceptable	75 dB and greater	Submittal of Environmental Impact Statement.

Source: Department of Housing and Urban Development Environmental Criteria and Standards, Title 24, Code of Federal Regulations, Part 51, issued at 44 FR 40860, July 12, 1979; amended by 49 FR 880, January 6, 1984.

Environmental Protection Agency (EPA): In 1972, Congress enacted the Noise Control Act. This act authorized the EPA to publish descriptive data on the effects

of noise and establish levels of sound "requisite to protect the public welfare with an adequate margin of safety." These levels are separated into health (hearing loss levels) and welfare (annoyance levels) as shown in Table 4. The EPA cautions that their identified levels are not standards because they do not take into account the cost or feasibility of the levels. For protection against hearing loss, 96 percent of the population would be protected if sound levels are less than or equal to an Leq (24) of 70 dB. The "(24)" signifies an Leq duration of 24 hours.

The EPA activity and interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels do not exceed 55 dB(A) and 45 dB(A), respectively.

TABLE 4

SUMMARY OF EPA NOISE LEVELS IDENTIFIED AS REQUISITE TO PROJECT PUBLIC HEALTH AND WELFARE WITH AN ADEQUATE MARGIN OF SAFETY

<u>Effect</u>	<u>Level</u>	<u>Area</u>
Hearing Loss	Leq (24) $\leq$ 70 dB	All areas.
Outdoor activity interference and annoyance	Ldn $\leq$ 55 dB	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	Leq (24) $\leq$ 55 dB	Outdoor areas where people spend limited amounts of time, such as schoolyards, playgrounds, etc.
Indoor activity interference and annoyance	Leq $\leq$ 45 dB	Indoor residential areas.
	Leq (24) $\leq$ 45 dB	Other indoor areas with human activities such as schools, etc.

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public health and Welfare with an Adequate Margin of Safety." March 1974.

The noise effects associated with an outdoor Ldn of 55 dB are summarized in Table 5. At 55 dB Ldn, 95 percent sentence clarity (intelligibility) may be expected at 3.5 meters, and no community reaction. However, one percent of the population may complain about noise at this level and 17 percent may indicate annoyance.

TABLE 5
SUMMARY OF HUMAN EFFECTS IN AREAS EXPOSED TO 55 dB LDN

<u>Type of Effect</u>	<u>Magnitude of Effect</u>
Speech - Indoors	100 percent sentence intelligibility (average) with a 5 dB margin of safety.
- Outdoors	100 percent sentence intelligibility (average) at 0.35 meters. 99 percent sentence intelligibility (average) at 1.0 meters. 95 percent sentence intelligibility (average) at 3.5 meters.
Average Community Reaction	None evident; 7 dB below level of significant complaints and threats of legal action and at least 16 dB below "vigorous action" (attitudes and other non-level related factors may affect this result).
Complaints	1 percent dependent on attitude and other non-level related factors.
Annoyance	17 percent dependent on attitude and other non-level related factors.
Attitudes Towards Area	Noise essentially the least important of various factors.

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," March 1974.

State of California Standards and Criteria

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, freeway noise affecting classrooms, noise insulation, occupational noise control and airport noise. The state has also developed land use compatibility guidelines for community noise environments. The applicable standards and guidelines for the City of Carpinteria are discussed.

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The EPA activity and interference guidelines are designed to ensure reliable speech communication at about 5 feet in the outdoor environment. For outdoor and indoor environments, interference with activity and annoyance should not occur if levels do not exceed 55 dB(A) and 45 dB(A), respectively.

TABLE 4

SUMMARY OF EPA NOISE LEVELS IDENTIFIED AS REQUISITE TO PROJECT PUBLIC HEALTH AND WELFARE WITH AN ADEQUATE MARGIN OF SAFETY

<u>Effect</u>	<u>Level</u>	<u>Area</u>
Hearing Loss	Leq (24) $\leq$ 70 dB	All areas.
Outdoor activity interference and annoyance	Ldn $\leq$ 55 dB	Outdoors in residential areas and farms and other outdoor areas where people spend widely varying amounts of time and other places in which quiet is a basis for use.
	Leq (24) $\leq$ 55 dB	Outdoor areas where people spend limited amounts of time, such as schoolyards, playgrounds, etc.
Indoor activity interference and annoyance	Leq $\leq$ 45 dB	Indoor residential areas.
	Leq (24) $\leq$ 45 dB	Other indoor areas with human activities such as schools, etc.

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public health and Welfare with an Adequate Margin of Safety." March 1974.

The noise effects associated with an outdoor Ldn of 55 dB are summarized in Table 5. At 55 dB Ldn, 95 percent sentence clarity (intelligibility) may be expected at 3.5 meters, and no community reaction. However, one percent of the population may complain about noise at this level and 17 percent may indicate annoyance.

TABLE 5
SUMMARY OF HUMAN EFFECTS IN AREAS EXPOSED TO 55 dB LDN

<u>Type of Effect</u>	<u>Magnitude of Effect</u>
Speech - Indoors	100 percent sentence intelligibility (average) with a 5 dB margin of safety.
- Outdoors	100 percent sentence intelligibility (average) at 0.35 meters. 99 percent sentence intelligibility (average) at 1.0 meters. 95 percent sentence intelligibility (average) at 3.5 meters.
Average Community Reaction	None evident; 7 dB below level of significant complaints and threats of legal action and at least 16 dB below "vigorous action" (attitudes and other non-level related factors may affect this result).
Complaints	1 percent dependent on attitude and other non-level related factors.
Annoyance	17 percent dependent on attitude and other non-level related factors.
Attitudes Towards Area	Noise essentially the least important of various factors.

Source: U.S. Environmental Protection Agency, "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety," March 1974.

State of California Standards and Criteria

The State of California has adopted noise standards in areas of regulation not preempted by the federal government. State standards regulate noise levels of motor vehicles, freeway noise affecting classrooms, noise insulation, occupational noise control and airport noise. The state has also developed land use compatibility guidelines for community noise environments. The applicable standards and guidelines for the City of Carpinteria are discussed.

Motor Vehicles: The California Motor Vehicle Code sets operational noise limits for motor vehicles (Section 23130), requires an adequate muffler in constant operation and properly maintained (Section 27150), prohibits the sale or installation of a motor vehicle exhaust system unless it meets regulations or standards (Section 27150.1), prohibits the modification of the exhaust system to amplify or increase the noise above that of the original system (Section 27151), prohibits the sale of new vehicles exceeding the noise limits (Section 27160), and sets noise limits for the operation of off-highway motor vehicles (Section 38280) as shown in Table 6. Police and traffic officers generally enforce this code.

TABLE 6
CALIFORNIA MOTOR VEHICLE NOISE LIMITS
FOR SALE OF VEHICLES

<u>Description</u>	<u>Date of Manufacture</u>	<u>dB(A) Value at at 50 Feet</u>
Sale of new vehicles		
Motorcycles	Before 1970	92
Motorcycles, other than motor-driven cycles	After '69, Before '73	88
	After '72, Before '75	86
	After '74, Before 86	83
	After '85	80
Vehicle with a gross vehicle weight of 6,000 lbs. or more	After '67, Before '73	88
	After '72, Before '75	86
	After '74, Before '78	83
	After '77	80
Any other motor vehicle	After '67, Before '73	86
	After '72, Before '75	84
	After '75	80
Noise level limits for the operation of off-highway motor vehicles	Before '73	92
	After '72, Before '75	88
	After '74	86

TABLE 6
(continued)

CALIFORNIA MOTOR VEHICLE NOISE LIMITS
FOR OPERATION OF VEHICLES

Operation of Vehicle	Speed Limit		
	35 or less ¹	45 or Less ²	More than 45 ²
Any motor vehicle with a manufacturer's gross vehicle weight rating of 6,000 pounds or more and any combination of vehicles towed by such motor vehicle.	82 dB(A)	—	—
Any motor vehicle with a manufacturer's gross vehicle weight rating of more than 10,000 pounds and any combination of vehicles towed by such motor vehicle.	—	86 dB(A)	90 dB(A)
Any motorcycle other than a motor driven cycle	77 dB(A)	82 dB(A)	86 dB(A)
Any other motor vehicle and any combination of vehicles towed by such motor vehicle.	74 dB(A)	76 dB(A)	82 dB(A)

1 On streets with a grade not exceeding plus or minus 1 percent.

2 On any street.

Source: Excerpts from the California Motor Vehicle Code.

Freeway Noise Affecting Classrooms: The California law on freeway noise affecting classrooms is designed to mitigate noise impacts to existing classrooms, libraries, multi-purpose rooms, and spaces used for pupil personnel services of a public or private elementary or secondary school. State funded noise abatement programs are required when freeway traffic or the construction of the freeway exceeds 55 dB(A) L_{10} or 52 dB(A) Leq. The temporary or permanent noise abatement program may include installing acoustical materials, eliminating windows, installing air conditioning, or constructing sound buffer structures. Further explanations of this law are found in California Streets and Highway Code, Division 1, State Highways, Chapter 1, Administration, Article 6; Section 216, as amended.

Noise Insulation Standards: The State Noise Insulation Standards are found in California Administrative Code, Title 25, Chapter 1, Subchapter 1, Article 4 as

amended through June 16, 1979. The purpose of the standards is to establish minimum noise insulation performance standards to protect persons within new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings. The insulation standards are shown in Table 7.

TABLE 7
CALIFORNIA NOISE INSULATION STANDARDS

<u>Structure</u>	<u>Sound Transmission Class (STC)</u> (Rated/Field-Tested)	<u>Impact Insulation Class (IIC)</u> (Rated/Field-Tested)
Floor-ceiling assemblies	50/45	50/45
Wall assemblies	50/45	50/45
Dwelling unit entrance doors from interior corridors	30	—

Source: California Administrative Code, Title 25, Article 4, Chapter 1, Subchapter 1, Article 4, as amended through June 16, 1979.

The standards state that interior noise levels with windows closed shall not exceed an annual noise level of 45 dB CNEL in any habitable room. In addition, residential buildings or structures within a 60 dB CNEL from airport, vehicular, or industrial noise sources shall require an acoustical analysis showing that the proposed building has been designed to limit intruding noise to the allowable 45 dB CNEL interior noise level.

Occupational Noise Control Standards: California occupational noise control standards are found in California Administrative Code, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984. A summary of the permissible noise exposure at a workplace is shown in Table 8.

TABLE 8
CALIFORNIA OCCUPATIONAL NOISE CONTROL STANDARDS

<u>Sound Level dB(A)</u>	<u>Permitted Hours of Exposure Per Weekday</u>
90	8
95	4
100	2
105	1
110	0.5

Source: California Administrative Code, Title 8, Industrial Relations, Chapter 4, as revised and effective September 28, 1984.

Land Use Compatibility Guidelines: The State Office of Noise Control in Guidelines for the Preparation and Content of Noise Elements of the General Plan, February 1976, provided guidance for the acceptability of projects within specific Ldn contours. These land use compatibility guidelines are provided in Exhibit 2. Residential uses are normally unacceptable in areas exceeding 70 dB CNEL and conditionally acceptable within 60 to 70 dB CNEL. Schools, libraries, churches, hospitals, and nursing homes are treated as noise sensitive land use requiring acoustical studies within areas exceeding 60 dB CNEL. However, the state stresses that these guidelines can be modified to reflect communities sensitivity to noise.

7.4.4 Land Use Plan Methodology

The methodology utilized in determining the location and acreages of land uses shown on the Land Use Map (refer to Exhibit 1, Land Use Element) includes: (1) a historical perspective; (2) analysis of current land uses and capacities; (3) identification and refinement of issues; (4) alternative land use maps; and (5) selection and refinement of a land use plan map.

The historical perspective of Carpinteria reveals community goals to retain a small community character that preserves a rural or low overall density of the built environment. Further, historical goals illustrate a respect for its environment, particularly the ocean, beaches, and bluffs to the south and the hillsides to the north.

In examining current land uses and capacities, the existing zoning (Exhibit 1) and current development patterns were examined. Existing zoning was calculated for Carpinteria (by planimeter) by summing similar zoning categories into broad land use types (refer to Table 4 in the Land Use Element Findings). The total for zoning were then compared to the existing development patterns, determined by planimentering results of a land use survey^a (Exhibit 2).

Discrepancies between current zoning and development patterns (discussed further in the land use element findings), along with input from the Citizens Advisory Board (CAB) who represent community input, discussions with city staff, and research of newspapers and documents, became the resource for issue identification. Issue identified in the city related to land use include:

A. Commercial Development

1. The existing central commercial area (Linden Avenue) is threatened by the competition of other commercial development within the city and regional commercial development outside the city.

a Conducted by Michael Brandman Associates, Inc., April 1985.

B. Tourism

1. The city, as a beach community, currently attract many tourists during the summer, causing fluctuations in the amount of service needed (e.g., police, fire) and retail sales.

C. Community Character

1. The city recognizes the economic and aesthetic value of its surroundings and the need for maintaining its unique environmental attributes as a contributing force to the character of the community.

D. Residential Growth

1. The city needs to provide housing for both permanent and seasonal residents including low cost, multiple, and rental and hotel/motel (tourist oriented).
2. Higher density residential units will be encouraged primarily south of U. S. Highway 101.

E. Coastal Access

1. Carpinteria recognizes its unique coastal border and, therefore, must preserve several public accessways to its beaches.
2. Views to the ocean may become obstructed by new development which may occur over time.

F. Public Facilities and Utilities

1. Drainage — The city needs to improve existing, and provide new, drainage facilities consistent with community growth.
2. Water — The city should continue to provide and manage water allocation and disbursement consistent with city growth. Growth may become limited based upon the feasible availability of water resources.

3. Sewer — Carpinteria should construct, maintain and improve sewer lines consistent with levels of growth within the city.

G. Circulation and Traffic

1. The current circulation system does not offer a convenient east/west through road north of Highway 101.
2. Parking availability is limited, particularly in the Linden Avenue commercial area.
3. A convenient pedestrian sidewalk and bikeway system needs to be provided within the city.
4. Traffic patterns should be carefully routed to reduce traffic-related noise near noise-sensitive land uses.

Issues were further refined by the CAB, city staff, Planning Commission, and City Council and aided in the completion of alternatives land use maps (Exhibits 3,4 and 5). Each alternative represented variations in the location and amounts of residential, commercial, industrial, public facility, and parks/open space land uses. With community and city staff input, a preferred alternative map and refinements were determined, which formed the basis of the Land Use Map (refer to the Land Use Element).

Pavement Condition: A new pavement that receives no maintenance other than filling in potholes has an anticipated life of 20 years. During this period, the pavement goes through distinct stages that correspond to ride quality. Ride quality generally acceptable over the first 75 percent of the pavement life cycle, but declines rapidly during the final 25 percent.

By employing appropriate maintenance activities at critical points during the life cycle, significant gains in pavement life can be achieved. Exhibit 3 contains two graphs which pertain to the life cycle of a typical local street. The upper graph represent the life cycle of a pavement that is not a part of a maintenance program,

and the lower graph illustrates how preventive maintenance significantly extends the serviceable life of a pavement (minor patching and crack sealing are considered as part of each maintenance process). It is important to note how critical it is to stay in the "good-to-fair" range, because any dollar spent on keeping pavements in "good" condition will save ten dollars in "poor" pavement repairs. It is also important to note that reconstruction must be part of any comprehensive preservation program because pavement life cycles cannot be extended indefinitely even with good maintenance programs. Also, subsurface condition can reach a point where surface treatment will not be effective.

The optimum position to be in is to have a net loss of square yard years less than or equal to zero. A preventive maintenance program will accomplish this goal, plus put some extra life back into the system to compensate for the many years the pavements were without preventive maintenance. Further, the need for an expanding maintenance program is reinforced with the increasing size and age of the pavement system.

It is also important to take advantage of new equipment and techniques now available for asphalt pavement maintenance. A sound management program should be based on different levels of maintenance for different pavement classifications. This approach is believed to be the most cost-effective and will improve and preserve the pavements to the level of serviceability they require.

7.4.5 Circulation Appendix

Pavement Treatment Methods:

<u>Method</u>	<u>Description</u>	<u>Where Used</u>
Minor Crack Sealing	Small cracks (1/8" to 3/8") are routed and cleaned to a width of 1/4" and a depth of 3/4" and injected with a filler comprised of an asphalt-rubber crack sealant or equivalent. (Permanent Repair)	All streets to repair random/line cracking
Major Crack Sealing	Cracks are routed clean to a uniform width of 1/2" or greater and injected with an asphalt-rubber crack sealant or equivalent. (Permanent Repair)	All streets to repair random/line cracking
Skin or Leveling Patching	Hot-mix asphalt concrete (AC) is placed over a depression that has been cleaned and tacked with an emulsion. The AC is compacted with at least an 8-ton steel roller. (Permanent Repair)	All streets to correct deformed or relevelled surfaces
Fabric/Skin Patching (Stress Absorbing Membrane)	A non-woven reinforcing fabric layer is placed and bonded over a failed area using a paving grade asphalt. Fabric must be covered with some surfacing material, preferably on asphalt overlay. For those instances where the cover material is not an asphalt overlay, skin (rather than fabric) patching is recommended. (Permanent Repair)	All streets to correct light to medium cracking

<u>Method</u>	<u>Description</u>	<u>Where Used</u>
Dig-Out and Pothole Patching	Consists of the removal of a failed area and replacement with hot-mix asphalt concrete (AC). Existing/ adjacent surfaces should receive a tack coat prior to the placement of the new AC. The final patch should be sealed with an emulsion and sanded to prevent tracking. (Permanent Repair)	All streets to correct heavy alligator cracking
Oil Treatment	Often considered to be an asphalt re-juvenating agent that is sprayed onto the pavement surface and then sanded to absorb excess material and prevent tracking. For the City of Carpinteria oil treatment is defined to mean an emulsified asphalt fog seal. (Preventative Maintenance)	All streets
Chip Seal	Rapid setting asphalt emulsion is sprayed in liberal quantities onto the pavement surface and a layer of rock chips is evenly applied before the emulsion sets. The chips must be rolled using a rubber-tired roller just behind the rock spreading equipment. Extra sweeping is required. This procedure may include the use of chips precoated with asphalt or an emulsion with a Laytex additive. (Preventative Maintenance)	All streets
Slurry Seal	A mixture of asphalt emulsion, sand, and fine aggregate is applied in fluid from over the pavement and then spread evenly with a large squeegee. Traffic must be kept off the treated pavement for several hours until the slurry has set. (Preventative Maintenance)	All streets
Thin Overlay	1-1/2" of hot-mix asphalt concrete (AC) is applied to the surface and compacted. (Preventative Maintenance)	Collector Industrial, Local, (through and non-through)
Medium Overlay	2" of hot-mix asphalt concrete (AC) is applied to the surface and compacted. (Preventative Maintenance)	Secondary
Heavy Overlay	2-1/2" hot-mix asphalt concrete (AC) is applied to the surface and compacted. (Preventative Maintenance)	Arterial

<u>Method</u>	<u>Description</u>	<u>Where Used</u>
Heater Planing	The removal of asphalt by first heating and then scraping with a grader. (Preventative Maintenance Preparation)	Prior to overlays at gutter lip (key cut)
Cold Planing	The removal of asphalt by grinding. (Preventative Maintenance Preparation)	For removing bumps, key cuts, and crack repair
Sami	A stress absorbing membrane interlayer which is utilized to help prevent or postpone reflective cracking when placed on distressed pavement prior to the application of an asphalt overlay or similar treatment. Typical treatments that may be employed include fabric, heater scarification, and/or asphalt rubber with clips. (Permanent Repair)	Prior to overlays and certain surface treatments; intended to minimize or postpone reflective cracking as required.

(More than one method may be used on a pavement; i.e., heater remix followed by reclamite, and then chip seal, etc.)

7.4.5.1 Circulation Definitions

Arterial — A major street carrying the traffic of local and collector streets to and from freeways and other major streets, with controlled intersections and generally providing direct access to properties.

Major Arterial — A major arterial is a surface street (as opposed to a freeway) of four or more lanes which is planned to emphasize the movement of traffic, giving it priority over land service needs. This emphasis is expressed in terms of prohibitions on curb parking and stopping, restriction of driveways, and in sight distance and geometric standards designed for 35 to 45 mile per hour operation. Medians and/or left-turn lanes are provided. Right-of-way widths for major arterials vary from 84 to 104 feet, depending upon the need for parking and medians or left-turn lanes.

Secondary Arterial — A secondary arterial is a surface street of two or more lanes which is planned to emphasize the movement of traffic to a somewhat lesser degree than a major arterial. There may be parking prohibitions and driveway restrictions, and operating speeds in the 30 to 40 mile per hour range. Medians and/or left-turn lanes may be provided. Right-of-way widths for secondary arterials are recommended to be not less than 84 feet.

Collector Street — Collector streets are designed to serve higher volumes of traffic than local streets, while still retaining all the land service functions of a local street. Design speeds are 25 to 35 miles per hour, parking is rarely prohibited, and driveways are limited only by safety considerations. Collector streets are normally two lanes wide, but may have additional lanes or turn lanes at intersections. Right-of-way widths for collector streets are recommended to be not less than 60 feet.

Expressway - An arterial with full or partial control of access and with some intersections at grade.

Freeway — A freeway is a divided highway built to high standards, with total control of access. It may be of any number of lanes adequate to carry the traffic demand. It is intended to carry large volumes of traffic at high speeds with little or no

interruption or delay in the traffic flow. Access is allowed only at well-spaced interchanges, and no access is allowed to abutting property. Right-of-way widths for freeways vary upwards from 200 feet.

Infrastructure — The physical systems and services which support development and people, such as streets and highways, transit services, airports, water and sewer systems, and the like.

Local Streets — The local street system, all the remaining streets, primarily provides direct access to individual parcels or property. The movement of traffic is very much subordinated. Traffic speeds and volumes should be kept low so that noise and fumes, and the possibility of accidents, especially involving children, are kept to a minimum.

Paratransit — Transportation systems, such as jitneys, car pooling, van pooling, taxi service, and dial-a-ride arrangements.

Transit — Urban plans suburban rail and bus systems and ferryboats.

Transportation System Management (TSM) — A cooperative process involving all transportation agencies in an urban area attempting to increase the efficiency of a transportation system through low-cost and relatively short-term actions. TSM typically includes traffic controls, improved public transportation, regulatory and pricing measures, and improvements to the management of the existing transportation system.

7.5 APPENDICES—ADDENDUM

(To be provided in Phase II)

and other factors which may affect the results of the study. The results of the study are presented in the following table.

(Table 1 - 1994-1995)

Table 1 - 1994-1995

The results of the study are presented in the following table. The results of the study are presented in the following table.

The results of the study are presented in the following table. The results of the study are presented in the following table. The results of the study are presented in the following table.

Table 2 - 1994-1995

Table 3 - 1994-1995

The results of the study are presented in the following table. The results of the study are presented in the following table. The results of the study are presented in the following table.

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